

»» **PLANNING RATIONALE REPORT**

51-55 Dundas Street West & 60-78 Agnes Street City of Mississauga

August 2025





Sajecki Planning Inc.

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1.0

Introduction

This Planning Rationale report has been prepared by Sajecki Planning Inc. on behalf of 55 Dundas Developments Ltd (the Applicant) to support amendments to the City of Mississauga Official Plan (May 2025 consolidation), and City of Mississauga Zoning By-law 0225-2007 for the site located at 51-55 Dundas Street West & 60-78 Agnes Street in the City of Mississauga (the "site").

The site is in Ward 7, situated on the north side of Dundas Street West, west side of Cook Street, and on the south side of Agnes Street with a frontage of 108.95 metres along Cook Street, 70.4 metres along Agnes Street, and 40.0 metres along Dundas Street West. The site is an 'L' shaped through lot with an approximate area of 4,371 square metres. Much of the site area is located along Agnes Street. The site currently contains retail uses at 51-55 Dundas Street, and four detached dwellings from 60-78 Agnes Street, two of which have been converted or temporarily used for commercial uses (a travel agency at 60 Agnes, and day nursery at 78 Agnes respectively.)

The Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications seek to

modify the existing land use designation and zoning provisions applying to the site to permit a 34 storey mixed use condominium comprised of a single tower atop a seven-storey podium, containing a total of 559 dwelling units and a total gross floor area (GFA) of 36,416.07 square metres.

This report supports the OPA and ZBA application to permit the proposed development, and provides:

- » An overview of the site and local area context;
- » A review of the applicable provincial and municipal 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 amendments to the Official Plan and Zoning By-law.

This report is part of an application for an OPA and ZBA under the Planning Act. A planning application checklist, dated November 19, 2024, establishes the submission requirements for a complete application and is attached as Appendix A.



FIGURE 1. Aerial map showing the boundaries of the property

2.0

Site & Surroundings

2.1 The Site

The site is located in the Downtown Cooksville Character Area, an area that is generally bound by the Canadian Pacific Railway to the north, Camilla Road and Kirwin Avenue to the east, King Street West to the south, and Confederation Parkway to the west.

The site is on the north side of Dundas Street West, south of Agnes Street and west of Cook Street. The immediate surrounding area includes the TL Kennedy Secondary School and Cooksville GO station to the north, just beyond two undeveloped corner lots, as well as main street commercial properties to the east, west and south along Dundas Street West.

The site is well-served by transit, with its location approximately 550 metres from the Cooksville GO station. This places the site within the Dundas Protected Major Transit Station Area (PMTSA) as per MOPA 143 and MOPA 144. Cooksville GO station is further identified as a Mobility Hub in Schedule 6 of the Mississauga Official Plan and located at the intersection of two Higher Order Transit Corridors along Dundas Street West and Hurontario Street. This strategic location within the Dundas (Hurontario) PMTSA, at the nexus of two intensification corridors, an existing commuter rail line, and mobility hub makes this site an ideal candidate for intensification, as evidenced by several nearby developments, which are discussed further below.



FIGURE 2. Site context map showing the proximity to nearby transit and amenities

2.2 Planning History

The subject site is composed of five existing lots. The current OPA and ZBA applications are the first that consider these five lots as one consolidated development site.

Two of the individual lots on Agnes Street have previously had successful Minor Variance and Site Plan Approval applications to convert the former residential dwellings into commercial uses, as described below.

78 Agnes Street

In 2001, a successful Site Plan Approval and Minor Variance application were completed to establish a daycare facility and outdoor play area. This is the current use on this section of the site.

60 Agnes Street

In 2012, a successful Site Plan Approval and Minor Variance application were submitted to convert the detached dwelling to allow for office (travel agency) and residential uses. This is the current use. The variance specifically noted that this was an appropriate interim use until such time that the lot is consolidated to facilitate a high density development.

51-55 Dundas Street West

In 2022, A Minor Variance application requesting outdoor storage was deferred.

2.3 Surrounding Area

2.3.1 Area Context

The surrounding area is characterized by a variety of land uses and built forms, including low rise street facing commercial main streets interspersed with rear and side parking lots; several residential apartments and townhouse developments; and a number of vacant or underutilized sites slated for development. This includes a recent development approval on the northeast corner of Cook Street and Agnes Street. These newer developments are supporting intensification and mixed-use development, providing more housing options in proximity to higher order transit.

2.3.2 Immediate Surroundings

North

Located immediately to the north of the site are two vacant lots on the northeast and northwest corners of Agnes and Cook Street. The vacant lot to the northeast is the site of an approved 28-storey building, with a 29-storey building proposed for the northwest. Immediately northwest of the site are two apartment buildings at 10 and 12 storeys in height. Further to the north, are three blocks of three-storey townhouses and three low-rise residential dwellings. Further north of these residences is the TL Kennedy Secondary School and sports field at the terminus of Cook Street, with the Sgt David Yakichuk Park adjacent to it. Located beyond the school, across from Hillcrest Avenue, is the Cooksville GO station, its associated surface parking, and a block of four 22-storey condominium buildings along Hillcrest Avenue.

South

Located directly adjacent to the site is the existing commercial plaza and Dundas Street West, which

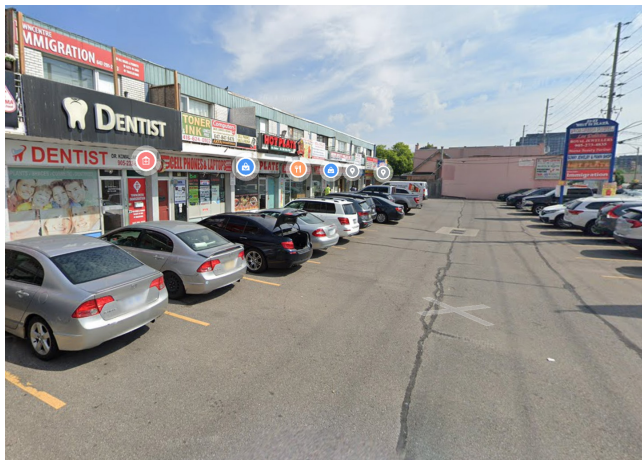
is the proposed location of the Dundas Bus Rapid Transit (BRT) line. Further south is Confederation Square and numerous one- to two-storey main street commercial buildings. To the southwest is also a large vacant site that has approvals in place for townhouses, although construction of that project has stalled.

East

Located directly east of the site are one- to two-storey commercial plazas with surface parking along Dundas Street West, and the Cooksville Colonnade commercial centre on Hurontario Street. Further east is the intersection of Hurontario Street and Dundas Street West, which is where the proposed BRT and LRT station stops are planned to be located.

West

Located directly west of the site is a new 18-storey mixed use building under construction. Further west are one- and two-storey commercial buildings, and Anderson College Galaxy Towers west of Confederation Parkway.



- » Looking east towards the heritage building on the site from the adjacent commercial plaza with two-storey retail buildings.



- » Cooksville Colonnade commercial centre at the corner of Hurontario Street and Dundas Street West, east of the site.



- » Building under construction at the corner of Dundas Street West and Novar Road, west of the site.



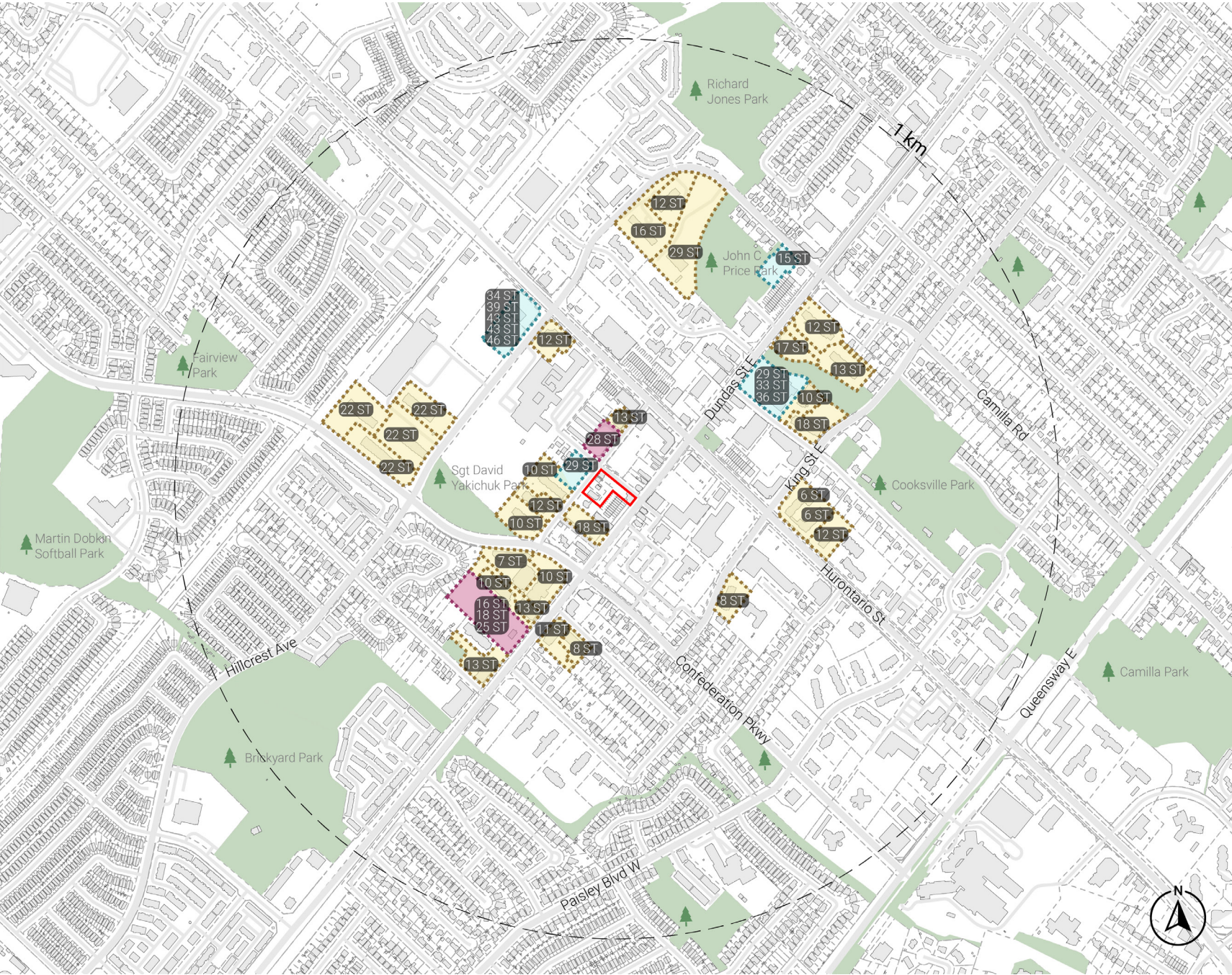
- » Looking north from the site along Agnes Street, facing a vacant site with a proposed development and multiple townhouses.

2.4 Nearby Development Activity

The surrounding area has been experiencing significant development activity. Recently proposed and approved developments within 1 kilometres of the site are detailed in Table 1 below.

TABLE 1. Nearby development activity within a 1 kilometre radius.

#	Address	Type	Status	Use	Height (Storeys)	Number of Residential Units	Distance from Site
1	3051 Cook St	SP (2021) ZBA (2013)	Withheld Approved	Mixed Use	28	312	<100 m
2	65-71 Agnes St	OPA/ZBA	OLT Approved	Residential	29	379	<100 m
3	85-95 Dundas Street West and 98 Agnes Street	ZBA	Approved – Under Construction	Mixed Use	18	427	~100 m
4	3085 Hurontario St	OPA/ZBA	Under Review	Mixed Use	31, 33, 36, 39	1,691	~300 m
5	189 Dundas St	OPA/ZBA	OLT Approved	Mixed use	16, 18, 25	966	~400m
6	3115 Hurontario St	OPA/ZBA	Withheld	Mixed Use	42	520	~400 m
7	25 and 33 Hillcrest Ave, 3154 and 3168 Hurontario St	OPA/ZBA	OLT Approved	Mixed Use	34, 39, 43, 43, 46	2,224	~450m
8	60 Dundas St E	OPA/ZBA	OLT Approved	Mixed Use	16, 31, 32	1,009	~ 450m
9	2570-2590 Argyle Rd	ZBA	Under Review	Residential	14	250	~575 m
10	3016, 3020, 3026, and 3032 Kirwin Ave and 3031 Little John Lane	ZBA	Under Review	Residential	8	148	~650 m
11	100 Queensway West	SP	Approved	Hospital Tower	22	-	~ 1 km



Legend:

 Subject Site

Developments:

-  Approved Development
-  Proposed Development
-  Existing Development

FIGURE 3. Nearby development activity within a 1 kilometre radius

2.5 Transportation Network

2.5.1 Road Network

Dundas Street West is a two-way Arterial, as identified in Schedule 5 of the OP, that runs east-west and intersects with Hurontario Street less than 200 metres east of the site. It consists of two vehicular lanes running in each direction, and it has a designated right-of-way width of 42 metres.

Agnes Street is a two-way local street that generally runs east-west. It has one lane in each direction with parking permitted on the south side of the street. It intersects with Hurontario Street less than 200 metres east of the site.

Cook Street is a one-way local road which runs north-south. The right-of-way width adjacent to the site is approximately 7 metres. There is a pedestrian sidewalk on the east side of Cook Street, and vehicular parking is permitted on the east side of the street.

Hurontario Street is a two-way Arterial, as identified in Schedule 5 of the OP, that runs north-south. The section of Hurontario Street running in proximity to the site has a designated right-of-way width of 35 metres, as per Schedule 8 of the OP.

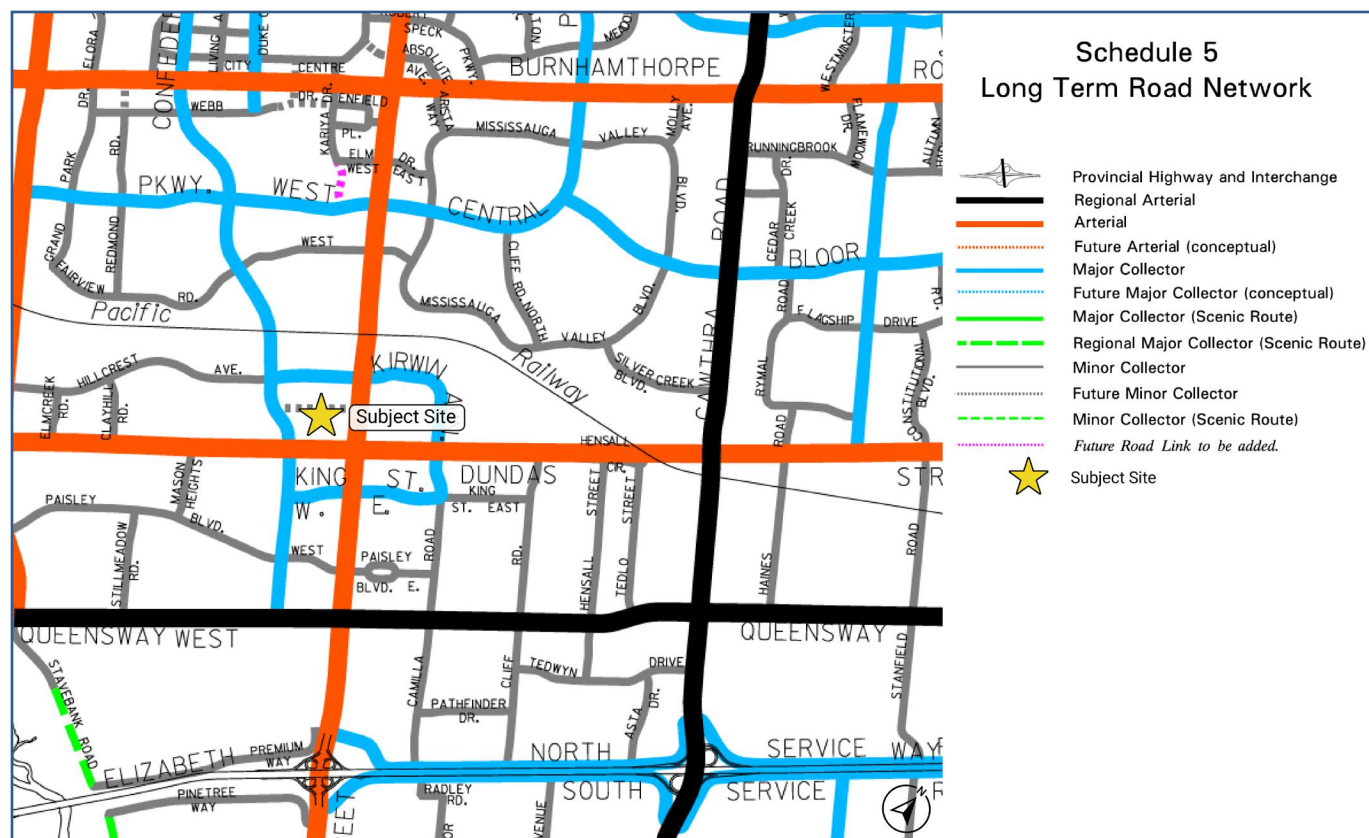


FIGURE 4. MOP Schedule 5 Long Term Road Network (Source: City of Mississauga)

2.5.2 Transit Network

The site is well-served by higher-order regional and local transit services. As per Schedule 6 of the OP, the site is located in proximity to two Higher Order Transit Corridors along Dundas Street West and Hurontario Street and is within both of their intensification corridors. Schedule 6 also identifies a mobility hub in proximity to the site, along Hurontario Street, just north of Dundas Street West.

GO Station Service

The site is located approximately 500m from the Cooksville GO station on the Milton line, which connects Milton to Downtown Toronto. The Cooksville GO station also serves as a stop for four MiWay bus routes as seen in Figure 5.

MiWay Bus Routes

These four bus routes can also be accessed close to the site either from Confederation Parkway or Dundas Street West. Dundas Street is also further serviced by two east-west MiWay bus routes, one of which is an all-day express route.

Dundas BRT

The proposed Dundas BRT project is planned by Metrolinx and the City of Mississauga. It seeks to introduce bus rapid transit along Dundas Street from Highway 6 in the City of Hamilton through to the Kipling Transit Hub in the City of Toronto. More than 20 kilometres of the project will operate in bus lanes or in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable

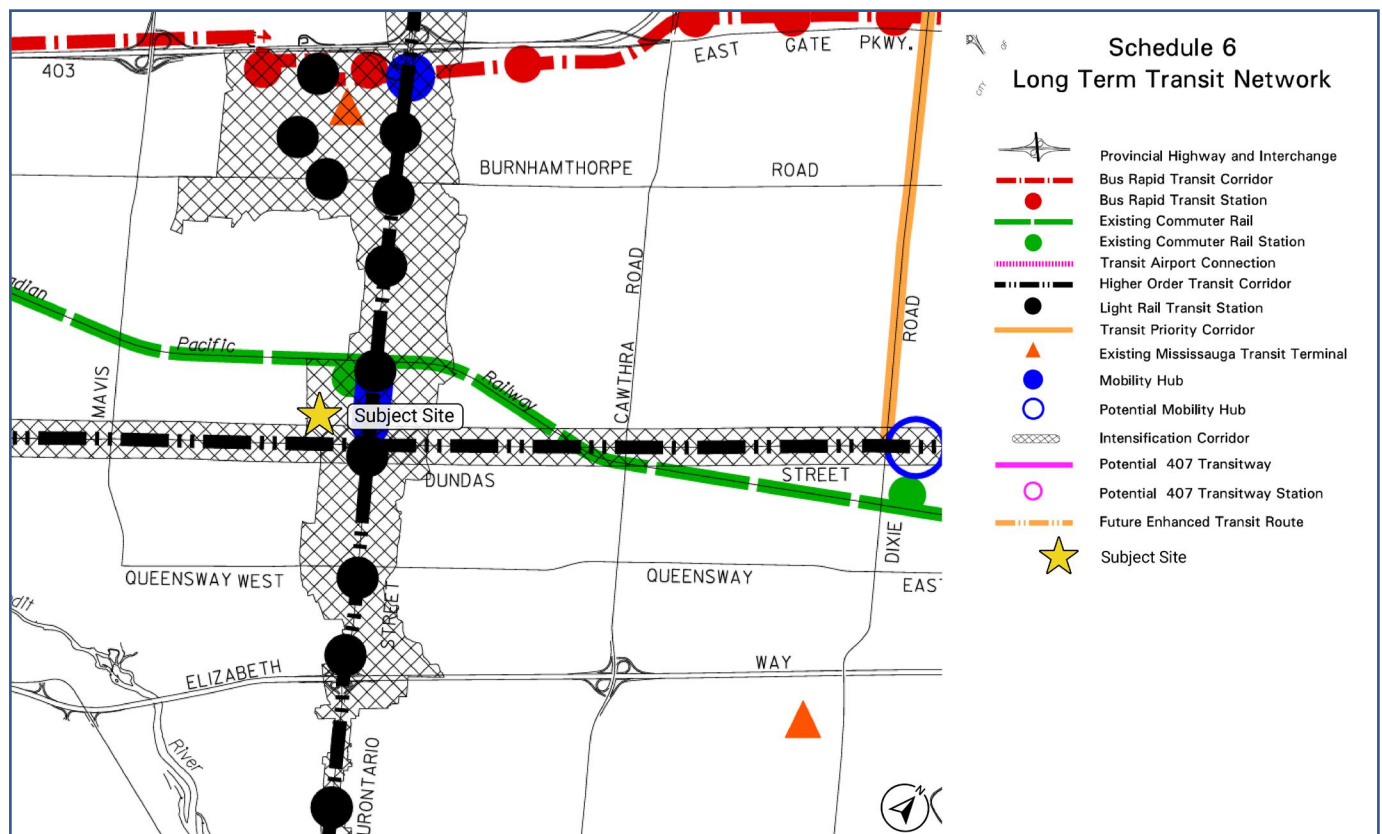


FIGURE 5. MOP Schedule 6 Long Term Transit Network (Source: City of Mississauga)

transit connections. The subject site will be located approximately 200 metres from the nearest proposed BRT stops, which are planned where Dundas Street West intersects with Hurontario Street to the east and Confederation Parkway to the west.

Hazel McCallion LRT

The Hazel McCallion LRT line is currently under construction. Upon completion, the LRT line will provide connections between Port Credit and the Brampton Gateway Terminal. It will include connections to the Lakeshore West GO Transit Line, Milton GO Transit Line, Mississauga Transit Way, Zum Transitway, MiWay bus routes and future higher order transit along Dundas Street. By 2031, it is expected to accommodate 118,000 passengers each weekday. There are two planned stations in proximity to the site, one approximately 200 metres away at the intersection of Dundas and Hurontario, and one at the Cooksville GO station approximately 550 metres away.

2.5.3 Cycling and Pedestrian Network

All of Dundas Street West running west of Confederation Parkway, Confederation Parkway itself, and Hurontario Street are designated as Primary On-Road / Boulevard Routes as per Schedule 7 of the OP. The short section of Dundas Street West between Confederation Parkway and Hurontario Street, which is adjacent to the site, is not designated as a cycling route, however the proximity to several primary routes ensures that the site is still well serviced by existing or planned cycling infrastructure.

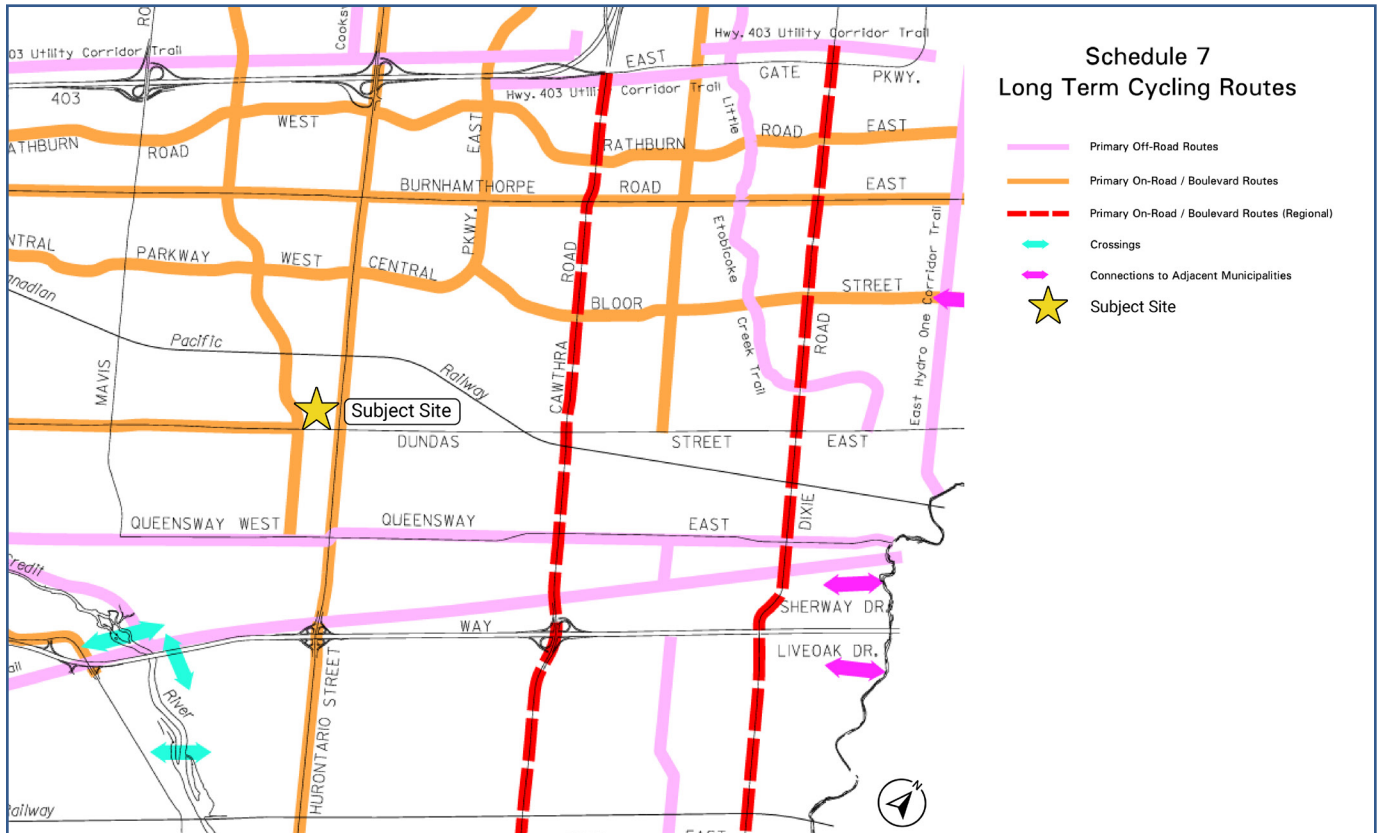


FIGURE 6. MOP Schedule 7 Long Term Cycling Network (Source: City of Mississauga)

3.0

Proposal

3.1 Development Overview

The proposed development contemplates a 34-storey mixed use building with a seven-storey podium. The building contains a total of 559 dwelling units comprised of a mix of unit types ranging from studios to three-bedroom suites. A floor space index (FSI) of 8.66 is proposed, with a total gross floor area (GFA) of 36,416.07 square metres, of which 1,114.96 square metres is proposed as commercial GFA. Included in this commercial space is a day nursery located in the northwest corner of the site.

The proposal includes two underground levels containing both vehicular and bicycle parking, as well as ground floor exterior bicycle racks. A total of 2,535.17 square metres of amenity space is proposed on four levels, including both indoor and outdoor space. The proposed development includes the retention and restoration of the existing heritage building located at 51, 55-57 Dundas Street West.

The following sub-sections outline the proposed site layout and landscaping, massing and built form, amenity areas, and servicing and access in greater detail. A summary of key project statistics can be found in Table 2.

3.1.1 Site Layout and Pedestrian Connectivity

The proposal has been thoughtfully designed to address each of its three street frontages. The Dundas Street frontage will contain the retained heritage building along with a privately owned public space (POPS) that will be animated with at-grade commercial uses. The residential lobby, additional commercial uses, and driveway entrance are oriented toward Cook Street, allowing this frontage to read as a primary frontage for the building. The frontage along Agnes Street will read as neighbourhood residential, featuring townhouses and a day nursery use.

TABLE 2. Proposed site statistics

Site Area (m²)	4,204
Existing	4,371
Dedicated for road widening	167
Density (FSI)	8.66
Building Height (m)	130.09
Podium	25.64 (7 ST)
Tower	104.45 (34 ST)
Gross Floor Area (m²)	36,416.07
Residential	35,301.11
Non-Residential	1,114.96
Dwelling Units	559
Studio	42 (7.5%)
One-bedroom	303 (54.2%)
One-bedroom + Den	101 (18.1%)
Two-bedroom	75 (13.4%)
Two-bedroom + Den	10 (1.8%)
Three-bedroom	28 (5.0%)
Amenity Space (m²)	2,535.17
Outdoor Amenity	1,357.43
Indoor Amenity	1,177.74
Vehicular Parking Spaces	213
Residence/Commercial	104
Residence	109
Bicycle Parking Spaces	475
Short Term Parking	32
Long Term Parking	443
Loading Spaces	2
Type G	1
Type C	1

The podium is set back 3.0 metres from Cook Street, 3.0 metres from Dundas Street West and the rear lot line, and 5.5 metres from Agnes Street. The ground floor contains five townhouse units along Agnes Street, seven commercial units along Cook Street, and a daycare centre with access from Agnes Street. A total of 559 residential dwelling units are proposed above the first floor of the podium and within the residential tower. Table 2 outlines the breakdown of the dwelling unit types.

The building footprint covers 70% of the site area, with 22% of the site covered by soft and hard landscaping. Proposed softscaping includes landscaped buffers along Agnes Street and the interior side lot line, as well as a landscaped area along Dundas Street W, which may be removed due to the planned Dundas Street West right-of-way widening. The hardscape includes pedestrian walkways wrapped around the built form, along street frontages and partially along the interior driveway. These walkways provide improved public realm and pedestrian access to the site.

The underground parking is accessed via an opening in the main wall of the podium towards Cook Street. This driveway then leads towards the rear servicing and loading area and toward the northwest corner of the site. The proposal contemplates two levels of underground parking.

3.1.2 Massing and Built Form

The proposal envisions a 34-storey tower with a seven-storey podium that is oriented towards the corner of Cook Street and Agnes Street. The podium takes on an L-shape, with the tower oriented away from Dundas Street West. The bulk of the massing is further oriented towards Agnes Street, with the greatest stepbacks provided along

the south side of the building at levels 8 and 17. The heritage building at 55 Dundas Street West will be retained in place and will project forward from the podium towards Dundas Street West.

Along Cook Street, the podium is set back 3 metres, with the exception of the heritage building, which is proposed to be retained in its existing location. The proposed development uses a cantilevered canopy and columns aligned with the edge of the heritage building to create a colonnade for residents and visitors entering the retail units or residential lobby along Cook Street.

The massing is designed intentionally to maintain a 45-degree angular plane from 80% of the Dundas Street West right-of-way to provide a comfortable pedestrian environment along Dundas Street West and to achieve a transition to the proposed high-rise developments in proximity to the Cooksville GO station. The driveway entrance also provides a separation between the more commercial-oriented Dundas Street West context and residential uses oriented along Agnes Street.

The proposed tower floorplate is compact, being 1,033.57 square metres from level nine to 17, approximately 728 square metres from level 18 to 32, and 491.39 square metre at the upper two levels.

3.2 Required Approvals

3.1.3 Amenity Areas

Amenity space is provided on four levels of the building, including level one, two, eight, and 33. The ground floor includes a 142.36 square metre multi-purpose indoor space within the residential lobby, and a daycare centre with a partially covered outdoor play area. Level two contains an indoor swimming pool, with a steam room and sauna. Level eight contains a fitness room and party hall, and the penthouse contains an outdoor lounge area. In total, there is 2,535.17 square metres of proposed amenity space, of which 46% is indoor and 54% is outdoor. The proposal offers 2.1 square metres of indoor amenity space per dwelling unit, and 2.4 square metres of outdoor amenity space per dwelling unit, for a combined rate of 4.5 square metres per unit.

3.1.4 Servicing and Access

Servicing, parking and storage areas are consolidated within the ground floor and underground level and are screened from public view. Most of the proposed vehicular and bicycle parking is consolidated in two levels of underground parking, with visitor bicycle racks located on the exterior of the building along Dundas Street West. The proposal provides a total of 224 vehicular parking spaces and 475 bicycle parking spaces. A shared access driveway is located mid-block off of Cook Street, with two loading spaces (one Type G and one Type C) provided on the interior of the site.

3.2.1 Official Plan Amendment

The site is designated *Mixed Use* along Dundas Street West and *Residential High Density* along Agnes Street. An OPA will be required to consolidate the land uses on the site, and to permit the proposed building height. An OPA is specifically required to modify MOPA 144, which established a maximum height for the site of 16 storeys.

A draft OPA is attached in Appendix B and submitted under a separate cover.

3.2.2 Zoning By-law Amendment

The site is zoned C4 (Mainstreet Commercial) and D-1 (Development) as per Zoning By-law 0225-2007. A ZBA is required to permit the proposed development on the site, including the proposed building height, and other performance standards. The subject property would be rezoned to RA5XX (Apartments) with an exception that permits the additional commercial uses proposed.

A draft ZBA is attached in Appendix C and submitted under a separate cover.

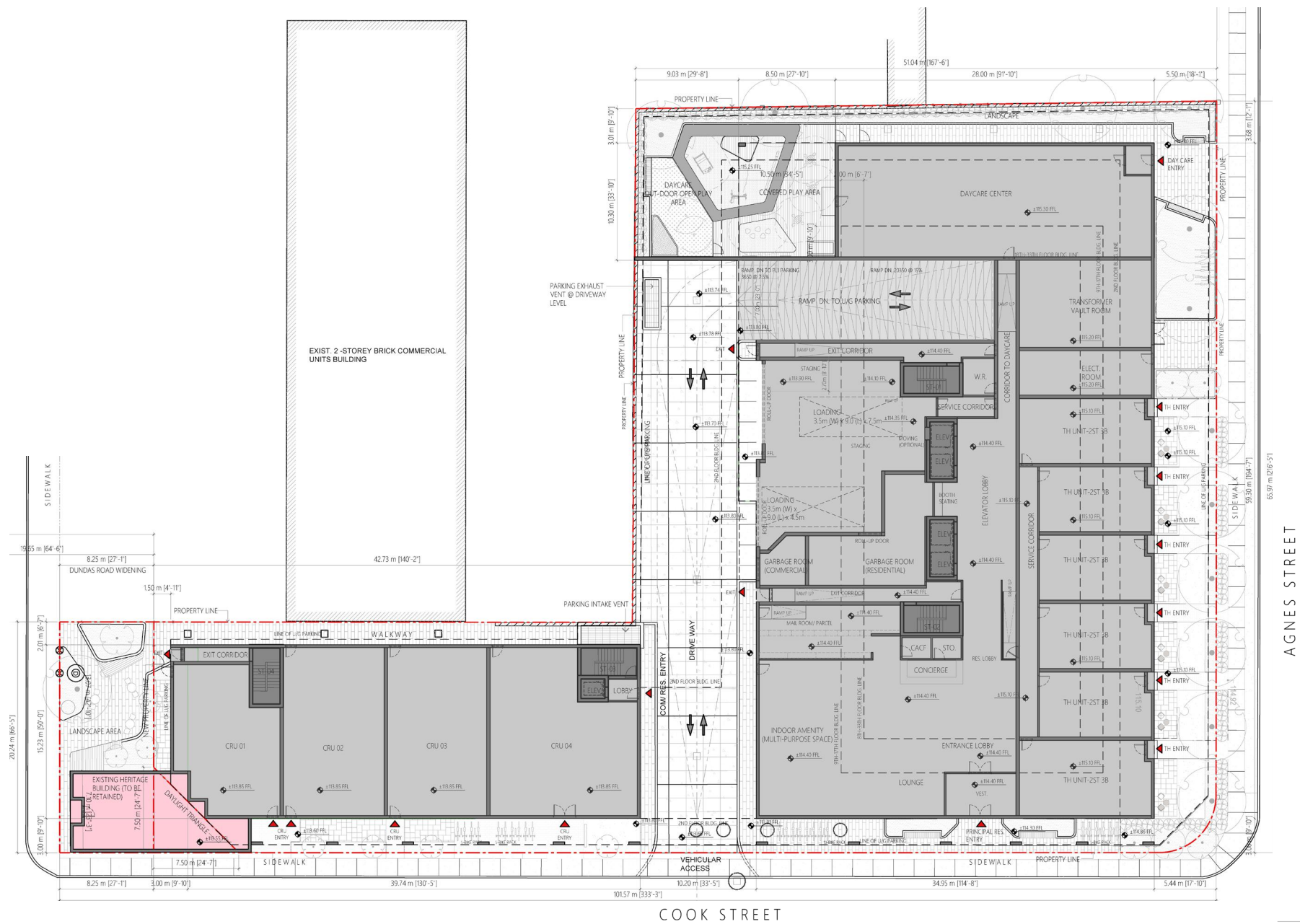


FIGURE 7. Ground Floor Plan (Source: Lumbao Architects)

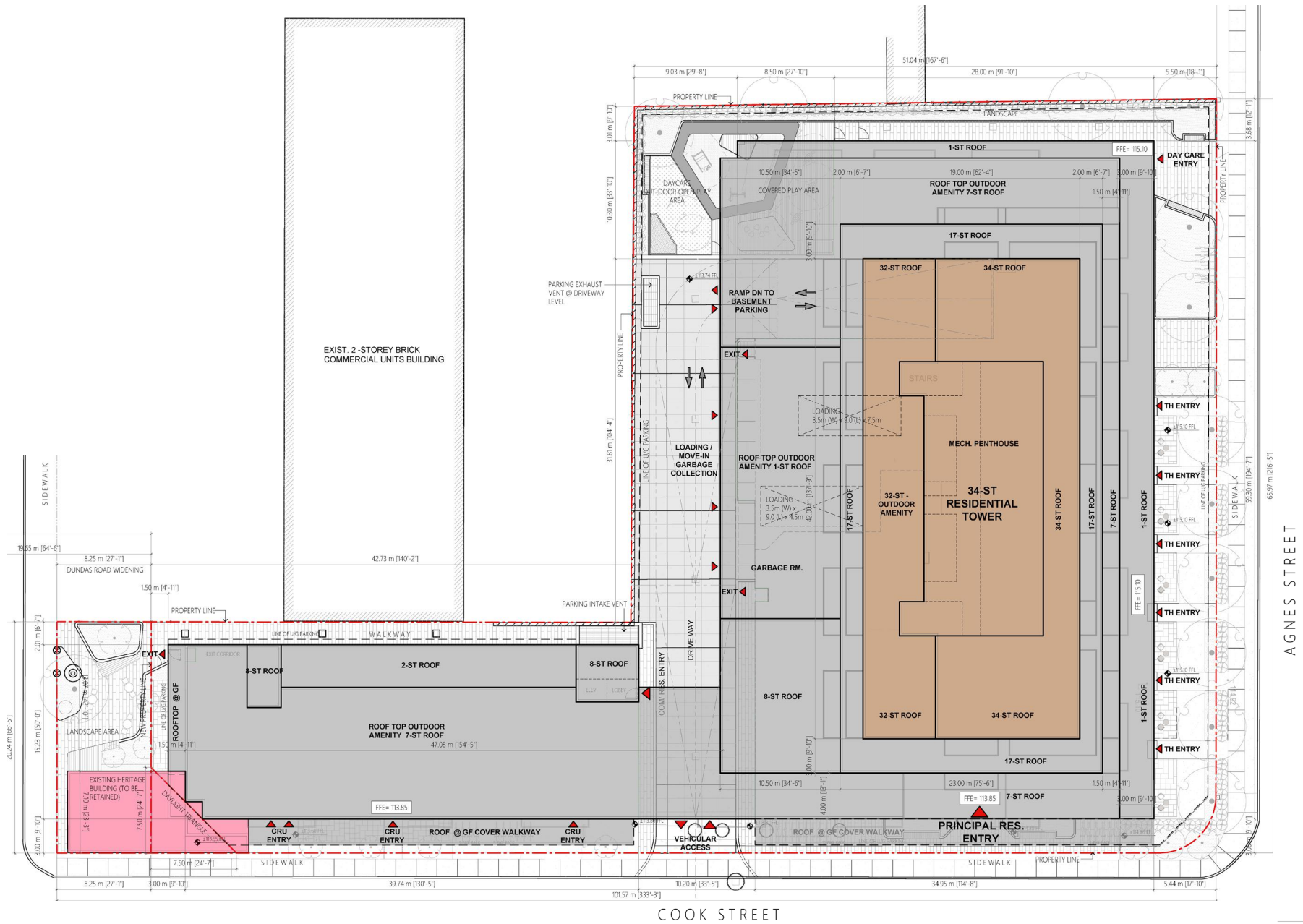


FIGURE 8. Site Plan (Source: Lumbao Architects)



FIGURE 9. View from the corner of Dundas Street West and Cook Street (Source: Lumbao Architects)



FIGURE 10. East Elevation (Source: Lumbao Architects)



FIGURE 11. View Looking North from Dundas Street West (Source: Lumbao Architects)

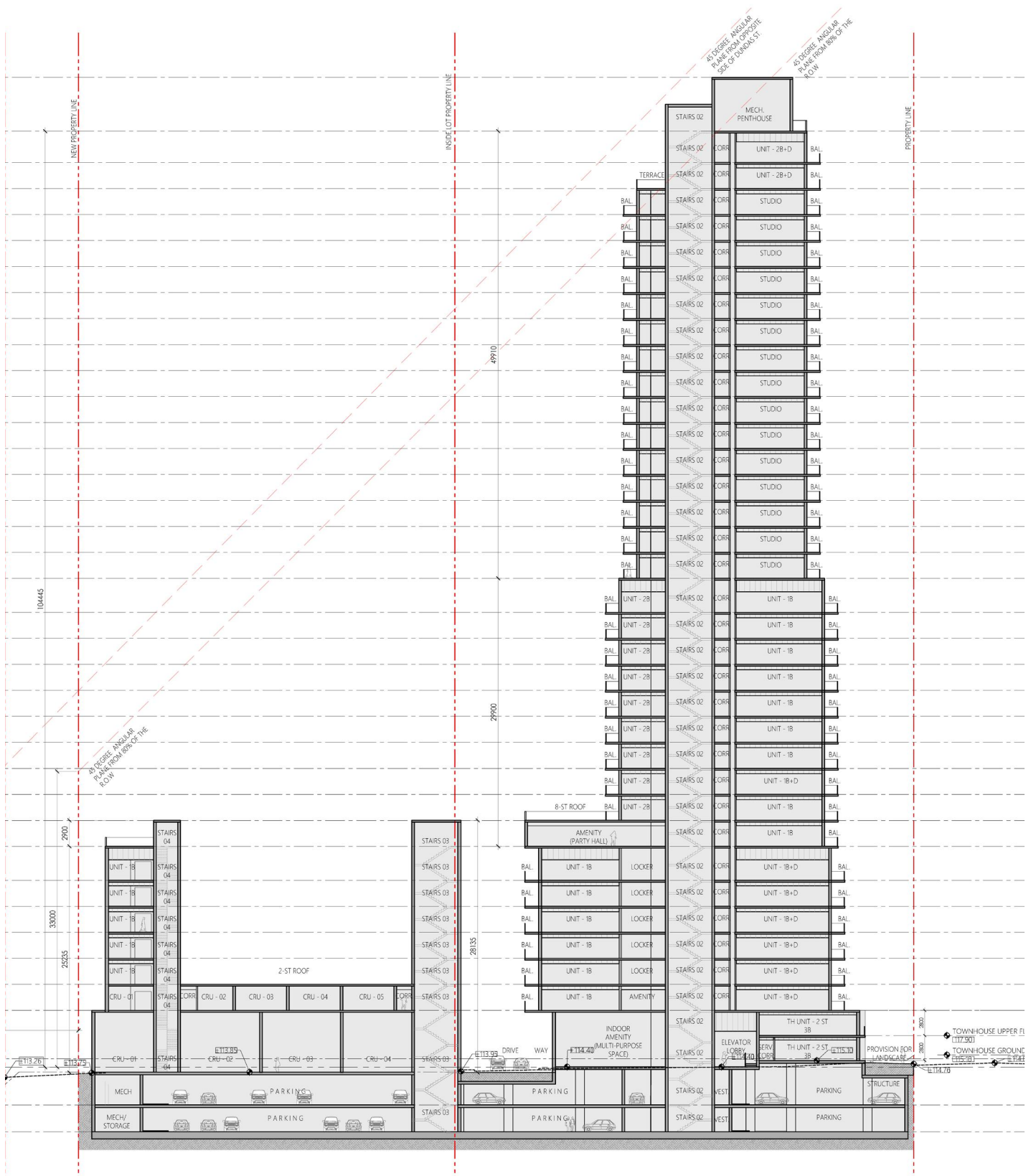


FIGURE 12. Section (Source: Lumbao Architects)

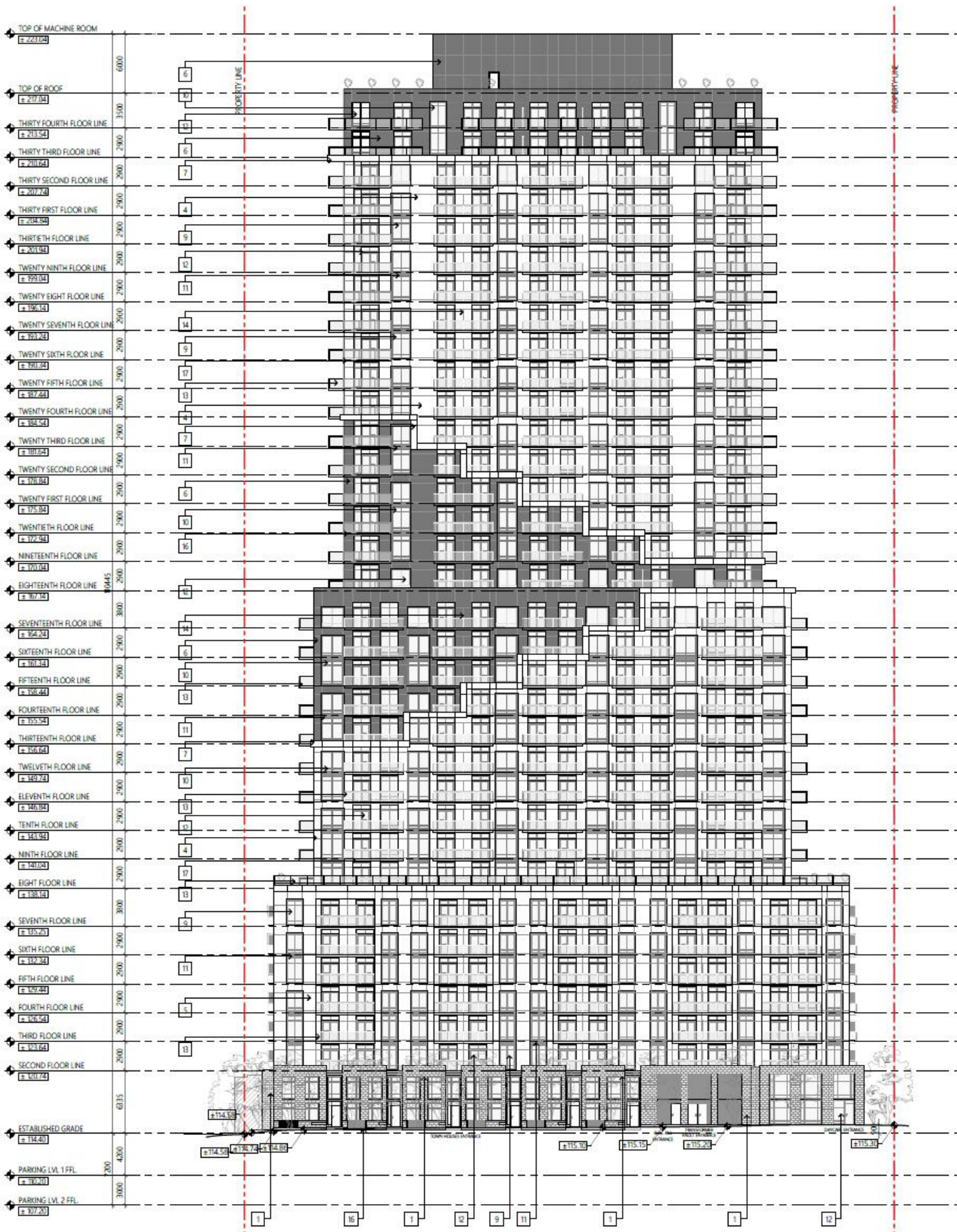


FIGURE 13. Elevation along Agnes Street (Source: Lumbao Architects)

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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 (PPS) and Ontario Heritage Act, conforms with the Region of Peel Official Plan (Region OP) and City of Mississauga Official Plan (City OP), and has appropriate regard for applicable urban design guidelines.

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;
- (g) the minimization of waste;
- (h) the orderly development of safe and healthy communities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (k) the adequate provision of employment opportunities;
- (l) the protection of the financial and economic well-being of the Province and its municipalities;
- (m) the co-ordination of planning activities of public bodies;
- (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.

Additionally, as per O. Reg. 232/18: Inclusionary Zoning, developments within a PMTSA are subject to a cap of 5% of either the total number of residential units or total gross floor area of all residential units when calculating the number of affordable housing units. It is also required that the affordability period for developments within a PMTSA shall not exceed 25 years.

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

The proposal represents a compact mixed use development that includes new residential dwelling units and commercial space. The proposed development will make use of existing infrastructure and services within Downtown Cooksville. The proposed development of the site is consistent with the Planning Act and has regard for matters of provincial interests. It makes efficient use of provincial resources and infrastructure and provides a range of housing options. The proposed built form is compact and appropriately located in a mixed use urban area near local and regional transit, contributing to a high-quality, complete community.

4.2 Ontario Heritage Act, R.S.O. 1990, c. O.18

The Ontario Heritage Act, R.S.O. 1990, c. O.18 (OHA) is provincial legislation that establishes procedural rules for heritage planning and preservation in Ontario. Part IV of the OHA governs the conservation of property of cultural heritage value. Under this part of the OHA, municipalities are enabled to create heritage registers to identify properties as having heritage value and encourage their conservation. The determination of heritage value or interest is implemented through Ontario Regulation 9/06 ("O.Reg. 9/06") which sets out nine criteria, of which, two must be met by the property to be considered for designation.

As noted in the Heritage Impact Assessment prepared by ERA Architects as part of this application, 51-57 Dundas Street West and 78 Agnes Street are listed on Mississauga's heritage register. Assessment of these buildings against the O.Reg 9/06 criteria highlights that 51-57 Dundas Street West does have heritage significance while 78 Agnes Street does not. As such, the proposal contemplates retaining the existing heritage building. The retained heritage building will have prominent frontage onto Dundas Street West, and will be framed with adjacent landscaped open space. The proposed tower provides a significant setback above the heritage element to achieve a transition in scale and to respect the character of the heritage building.

4.3 Provincial Planning Statement 2024

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

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

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

Development of a range and mix of housing options and densities are encouraged to meet projected needs of current and future residents. Housing policies contained in Section 2.2 require planning authorities to facilitate a variety of housing options and residential intensification. In addition, the policies promote residential densities which efficiently use land, resources and infrastructure,

and support the use of active transportation. Policy 2.2.1(d) requires transit-oriented development and the prioritization of intensification in proximity to transit, including along corridors and near stations.

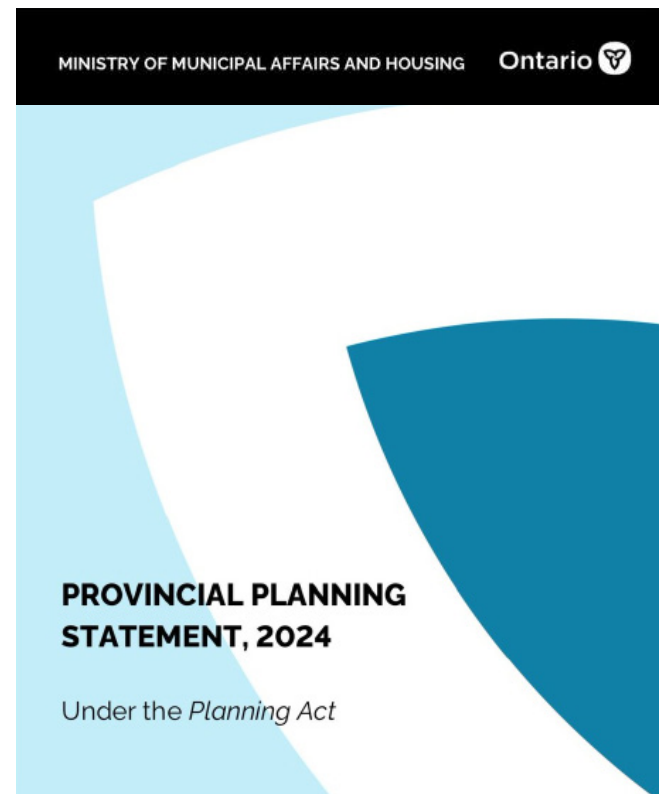
The PPS focuses growth and development to settlement areas, including major transit station areas (MTSAs). Policy 2.3.1.3 requires planning authorities to support intensification and redevelopment to achieve complete communities by planning for a range and mix of housing and prioritizing planning and investment in necessary infrastructure and public service facilities.

Section 2.4.1 of the PPS promotes growth and intensification that provides a range of housing and a mix of uses to support the achievement of complete communities and compact built form.

The PPS also provides policies for MTSAs, requiring municipalities to delineate the boundaries of MTSAs in their official plans and establish minimum density targets (2.4.2.2). The City of Mississauga has established a minimum density requirement of 1.4 FSI and a density target of 300 people and jobs per hectare for the Dundas PMTSA within which the site is located. Policy 2.4.2.3 encourages development and intensification within MTSAs by planning for land uses and built forms that support the achievement of minimum density targets. Density targets are minimum standards and are encouraged to be exceeded (Policy 6.1.12).

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

It is our opinion that the proposal and the associated OPA and ZBA applications are consistent with the PPS 2024. 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 Dundas PMTSA. The subject site is located within an existing settlement area and is within the Region of Peel and City of Mississauga's designated Urban Boundary. It is within a Strategic Growth Area (PMTSA and Urban Growth Centre) and represents the efficient use of existing land supply. The proposed development enhances multi-modal transportation options around the site by providing bicycle parking spaces and increased pedestrian walkways to encourage active transportation, enhance the public realm, and promote connectivity near existing transit routes.



4.4 Region of Peel Official Plan

Context

The Region of Peel Official Plan, April 2022 (Regional OP) was adopted by Regional Council on April 8, 2022 and received ministerial approval with 44 modifications on November 4, 2022. Bill 150, the Planning Statute Law Amendment Act, 2023 was enacted on December 6, 2023, which reversed most of the original modifications. On May 16, 2024, Bill 162, the Get It Done Act, 2024, which reinstated 18 modifications, received royal assent, resulting in a net total of 27 modifications to the adopted Regional OP. This report considers the up-to-date version of the Regional OP that reflects Bill 150 and Bill 162.

Bill 185, the Cutting Red Tape to Build More Homes Act, 2024 received royal assent on June 6, 2024. It includes changes to the Planning Act first introduced through Bill 23, the More Homes Built Faster Act, 2022. Among the changes, planning policy and approval responsibilities are removed from some upper-tier municipalities, including the Region of Peel (the Region). As of July 1, 2024, the Regional OP is a plan of local municipalities including Mississauga. The City of Mississauga is required to implement and ensure applications conform to the Regional OP. The Province is now the approval authority for certain Official Plan Reviews and amendments under the Planning Act, whereas these were previously the responsibility of Peel Region. Furthermore, the Regional OP will be considered a local planning document along with any City OP.

The Regional OP guides growth and development in the Region. The Regional OP seeks to provide a long-term, holistic approach to planning that guides development while protecting the environment, managing resources, and outlining a regional structure that manages growth effectively and efficiently.

Policies

This section outlines parts of the Regional OP that contain policies relevant to the development of the site. Table 3 in Section 4.3 of the ROP outlines population, households, and employment forecasts for Peel Region. 2041 forecasts for Mississauga anticipate a population of 921,000 people, 320,000 households, and 565,000 jobs.

Chapter 5 of the Regional OP contains broad planning goals, objectives, and policies to support the development of complete communities and respond to growth pressures. The overarching goal is to provide a diversity of healthy, complete communities for those living and working in the Region. These communities will be connected by a multi-modal transportation system and provide efficient use of land, public services, and infrastructure (Section 5.2). The designations in the Regional OP, as outlined in Table 3 on the following page, apply to the subject site.

Chapter 5 of the Regional OP contains planning goals, objectives and policies to support the development of complete communities and growth management policy directions. Policy 5.3.1 directs the majority of new population and employment growth to the Urban System, which are lands within the Delineated Built-up Area, with a focus on Strategic Growth Areas and other areas that optimize the use of existing and planned infrastructure investments.

Policies in Section 5.4 of the ROP direct growth management within the Region. This section directs new growth towards built-up areas through intensification (5.4.11), and requires local municipalities to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life, and have an appropriate

TABLE 3. Region of Peel Official Plan Designations

ROP Schedule	Designation
Schedule E-1: Regional Structure	Within <i>Urban Growth Centre</i> Within the <i>Urban System</i>
Schedule E-2: Strategic Growth Areas	Within <i>Urban Growth Centre</i> Within <i>Major Transit Station Area (MTSA)</i>
Schedule E-5: Major Transit Station Areas	Within a <i>Primary MTSA</i> Within a <i>Growth Plan Priority Transit Corridor</i>
Schedule F-1: Rapid Transit Corridors (Long Term Concept)	Cooksville GO Station - <i>Existing GO Rail Station and Go Rail Line – 15 Minute Two Way All Day</i> Hazel McCallion LRT Station - <i>LRT (Light Rail Transit)</i> Dundas BRT - <i>BRT (Bus Rapid Transit)/Highway 407 Transitway</i>

mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities (5.4.10).

Policies in Section 5.4.18 further direct intensification, such as redevelopment of underutilized sites in already developed areas, to Strategic Growth Areas. The objectives of this section are to promote compact built forms (5.4.18.1), optimizing the use of existing infrastructure and services (5.4.18.2), intensifying development on underutilized lands (5.4.18.4), and reducing dependence on automobiles through mixed-use, transit-supportive, and pedestrian friendly urban environments (5.4.18.5). Policies include facilitating and promoting intensification (5.4.18.10), accommodating intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas (5.4.18.11), and requiring that between 2021 and 2051, a minimum of 55 per cent of the Region's residential development occurring annually to be located within the Delineated Built Boundary (5.4.18.12).

Section 5.6 of the ROP contains policies for the Urban System within the Region. Policies pertaining to the site address achieving intensified and compact built form and mix of land uses in areas that efficiently use land, services, and infrastructure (5.6.3), and achieving pedestrian-friendly and transit-supporting urban structure, form and densities (5.6.4).

Policy 5.6.19.6 defines a Primary MTSA as "Areas delineated in this Plan that have existing or planned

transit-supportive built forms and can meet or exceed the minimum transit supportive density target...". The Primary MTSA's differ from Secondary MTSA's in that they can support and exceed established density targets. These policies support increased density on the subject site.

Policy 5.10.34.5 supports transit-supportive development densities and patterns in key areas, particularly along rapid transit corridors, at designated nodes, near GO rail stations and transportation hubs, and within Urban Growth Centres, strategic growth areas, and Major Transit Station Areas, consistent with local official plans and the direction in the latest provincial plans.

The proposed redevelopment of the subject site conforms to the policies of the Regional OP by redeveloping underutilized land and driving growth within Strategic Growth Areas, including the Urban Growth Centre and an MTSA. Further, the proposed redevelopment promotes transit-supportive intensification in proximity to the Cooksville GO station, the under-construction Hazel McCallion LRT Station, the planned Dundas BRT, and MiWay bus routes. The proposal supports high density, mixed-use intensification of a site in proximity to major regional and local transit networks. The proposal's design takes on a compact, transit-oriented built form and provides improved pedestrian infrastructure to help reduce dependency on automobiles. The provision of a mix of residential, retail and community uses facilitates the creation of a complete, mixed-use and healthy community.

4.5 City of Mississauga Official Plan

Context

The MOP was adopted by City Council on September 29, 2010, and partially approved by the Region of Peel on September 22, 2011. There were numerous appeals to the Ontario Municipal Board (now the OLT). This subsection refers to the May 15th, 2025 Office Consolidation which includes appeal decisions and Council-approved amendments to date.

It should be noted that City of Mississauga Council has approved the new City of Mississauga Official Plan 2051, which was adopted on April 16, 2025. While the new City OP has been approved by Council, it is not in force and effect as it with the Minister for approval. The review below considers the in force City OP (May 2025 Office Consolidation).

Policies

This section outlines relevant policies of the MOP that help guide the development potential of the site. In Schedules 1-10 of the MOP, the designations as outlined in Table 4 are relevant to the site.

Chapter 4 – Vision

Chapter 4 of the MOP outlines the Vision for the City of Mississauga including the Official Plan's guiding principles. Strategic actions to implement the guiding principles include developing complete communities and creating a multi-modal city. A complete community includes a range and diversity of housing types and mobility choices; ability to engage in healthy, safe and active lifestyles; access to daily needs within proximity to where people live, work, study, shop, play and congregate; and a sense of belonging and community pride. Creating a multi-modal city involves the integration of land use and transportation planning and directing development to locations that support existing and planned transit and active transportation.

Chapter 5 – Direct Growth

Chapter 5 of the City OP directs growth within the City of Mississauga, encouraging compact, mixed-use development that is transit supportive in appropriate locations to provide a range of local live-work opportunities. Policy 5.1.4 states that “most of Mississauga’s future growth will be directed to Intensification Areas.” Policies relating to Intensification Areas are outlined in Section 5.5 of the City OP in which future growth and intensification is primarily directed. The preamble states the following: “Intensification Areas will be attractive mixed-use areas, developed at densities that are sufficiently high to support frequent transit service and a variety of services and amenities.”

The subject site is within an intensification corridor as identified in Schedule 2: Intensification Areas, and sits at the intersection of multiple existing and planned regional and local transit routes. These include the existing Cooksville GO station, the proposed Dundas BRT route, and the under construction Hazel McCallion LRT line. As noted previously, the site is also located within the Dundas PMTSA. The site has exceptional access to various areas of Mississauga via the existing and proposed transit network. The development proposes an appropriate level of growth within an intensification area in proximity to transit, and consolidates multiple underutilized sites to ensure that development is sufficiently dense to support the viability of transit and municipal services.

Chapter 7: Complete Communities

Chapter 7 of the MOP addresses the need for complete communities, particularly the need for infrastructure that supports residents’ overall wellbeing. This includes housing, inclusionary zoning for affordable housing, community infrastructure, and heritage.

TABLE 4. City of Mississauga Official Plan Designations

MOP Schedule	Designation
Schedule 1 – Urban System	Within the <i>Downtown</i> Within the Dundas Street and Hurontario Street <i>Intensification Corridors</i>
Schedule 2 – Intensification Areas	Within the <i>Downtown</i> Within the <i>Intensification Corridor</i> Within the <i>Dundas (Hurontario) MTSA</i>
Schedule 5 – Long Term Road Network	Dundas Street – <i>Arterial</i> Agnes Street – <i>Future Minor Collector</i> Hurontario Street – <i>Arterial</i> Confederation Pkwy – <i>Major Collector</i>
Schedule 6 – Long Term Transit Network	Dundas Street – <i>Higher Order Transit Corridor, Intensification Corridor</i> Hurontario Street – <i>Higher Order Transit Corridor, Intensification Corridor</i> CP Railway – <i>Existing Commuter Rail</i> (Nearby) ~200 metres – <i>Mobility Hub</i>
Schedule 7 – Long Term Cycling Routes	Dundas Street – <i>Primary On-Road / Boulevard Routes</i> Hurontario Street – <i>Primary On-Road / Boulevard Routes</i>
Schedule 8 – Designated Right-of-Way (ROW) Widths	Dundas Street West – 30 m
Schedule 9 – Character Areas	Downtown Cooksville
Schedule 10 – Land Use Designations	<i>Mixed Use</i> (50 to 55 Dundas St W), <i>Residential High Density</i> (60 to 78 Agnes St)

Section 7.2 Housing - The City of Mississauga has a diverse mix of housing types, and it is anticipated that additional housing will be in the form of high density buildings, particularly apartments. The MOP encourages opportunities for the creation of new housing within urban areas that both maximizes the use of community infrastructure and engineering services, and meets the needs of a diverse population through the development of a range of housing choices in terms of type, tenure and cost (Policies 7.2.1 and 7.2.2).

Section 7.3 Inclusionary Zoning - As per Map 7-1: Inclusionary Zoning (IZ) Areas, the subject site falls within Inclusionary Zoning Area 1, meaning it is subject to the highest rates of affordable housing

inclusion. As outlined in Section 4.1 of this report, the Planning Act caps IZ set aside rates at 5%, with an affordability period of 25 years for developments within PMTSAs, as is the case for this proposal. The City of Mississauga is able to apply the IZ rates stipulated in the Planning Act and related regulations.

Section 7.4 Community Infrastructure -

Community infrastructure is vital to a complete community. The OP states that the “preferred location for community infrastructure will be within the Downtown, Major Nodes, Community Nodes and Corridors” (7.4.2). The OP encourages community infrastructure to minimize both traffic and visual impacts on existing communities, stating

that, “the type of community infrastructure as well as its scale, design, layout and configuration permitted at any location, may be limited to ensure visual and functional compatibility with surrounding development” (7.4.7), and that “where possible, community infrastructure will be encouraged to develop shared parking facilities (7.4.8). Furthermore, as per policy 7.4.12 the availability and location of existing and planned community infrastructure will be taken into account so that new community infrastructure can be provided efficiently and effectively and tailored to meet the needs of the population in each community.

Section 7.5 Heritage Planning - Heritage policies are based on two principles: a) heritage planning will be an integral part of the planning process, and b) cultural heritage resources of significant value will be identified, protected, and preserved (7.5.1.1). Policy 7.5.1.2 states that Mississauga will discourage the demolition, destruction, or inappropriate alteration or reuse of cultural heritage resources.

The proposed development addresses the need for complete communities through the provision of housing, the replacement of community infrastructure, and the retention of heritage assets. The development proposes a mix of dwelling unit types ranging from studios to three-bedrooms, accommodating a variety of housing needs in the form of a high-density building within an urban area. The development also replaces the existing daycare at 78 Agnes Street with a new daycare facility integrated into the podium of the building, ensuring that the community does not lose important community infrastructure. The proposed ground floor layout provides a space for a daycare facility, and further consolidates parking needs and reduces visual impact of the proposed community infrastructure. The proposal will contribute to a community where individuals can live, work, shop, and raise their children. Finally, while none of the existing properties

are designated on the heritage register, 51-57 Dundas Street West and 78 Agnes Street are listed. As such, the Applicant has prepared a Heritage Impact Assessment (HIA) and developed a heritage retention plan. Through the HIA it was found that 51-57 Dundas Street West meets the criteria for cultural heritage value. This building is therefore proposed to be conserved and integrated into the new development.

Chapter 9: Build a Desirable Urban Form

Chapter 9 outlines urban design priorities for the City to achieve a sustainable urban form. The OP states that development along corridors will be consistent with the existing or planned character of the area and provide appropriate transitions to neighbouring uses (9.1.5). Section 9.2.1 establishes policies intended to guide urban form in intensification areas, including policies pertaining to efficient land use, height, transition, and parking. Key policies found in Chapter 9 are summarized below.

Efficient Land Use – Relevant policies pertaining to efficient land use include assembling small land parcels to create efficient development parcels (9.2.1.5), and encouraging the consolidation of access points and shared parking, service areas and driveway entrances (9.2.1.6).

Height and Transition – Relevant policies pertaining to height include locating tall buildings in proximity to existing and planned Major Transit Station Areas (9.2.1.8), and providing appropriate height and built form transitions between sites and their surrounding areas (9.2.1.10).

Parking – Relevant policies pertaining to parking include minimizing the use of surface parking in favour of underground or aboveground structured parking (9.2.1.37), and not locating parking lots and structures adjacent to major streets (9.2.1.38).

Section 9.4.1 outlines policies related to active transportation. Policy 9.4.1.2 states that a transit and active transportation supportive urban form will be required in Intensification Areas and in appropriate locations along Corridors, and further encouraged throughout the rest of the city. Policy 9.4.1.3 directs development to support transit and active transportation by:

- locating buildings at the street edge, where appropriate;
- requiring front doors that open to the public street;
- ensuring active/animated building façades and high quality architecture;
- ensuring buildings respect the scale of the street;
- ensuring appropriate massing for the context;
- providing pedestrian safety and comfort; and
- providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.

The proposed development supports the creation of a desirable urban form. It does so by assembling five small parcels to facilitate efficient development and appropriate density within an MTSA, and by consolidating servicing and parking access routes into one driveway, ensuring that land is used efficiently. Furthermore, the proposal provides a tall building in proximity to high-order transit, with appropriate setbacks to transition from the pedestrian-scaled Dundas Street edge to the taller residential context towards the north. The proposed commercial spaces within the building provide active uses that front onto Dundas Street West and Cook Street. The same can be said for the frontage along Agnes Street, with townhouses that feature entrances fronting onto the street. The proposed development also includes an underground parking structure that is screened and oriented away from the street. Finally, the proposal provides a transit and active transportation supportive urban form, with

buildings located along the street edge, front doors opening on to public street, the inclusion of bicycle parking, and massing that is respectful of the existing and planned context and scale.

Chapter 11: General Land Use Designations

The subject site is currently designated as both *Residential High Density* and *Mixed Use* as per Schedule 10 of the OP. The parcels designated as *Residential High Density* include 60-78 Agnes Street, and the parcel designated *Mixed Use* includes 51-55 Dundas Street West. Lands designated *Residential High Density* permit apartment dwellings, and uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property (11.2.5.6) (such as the ground floor townhouse units included in the proposed development).

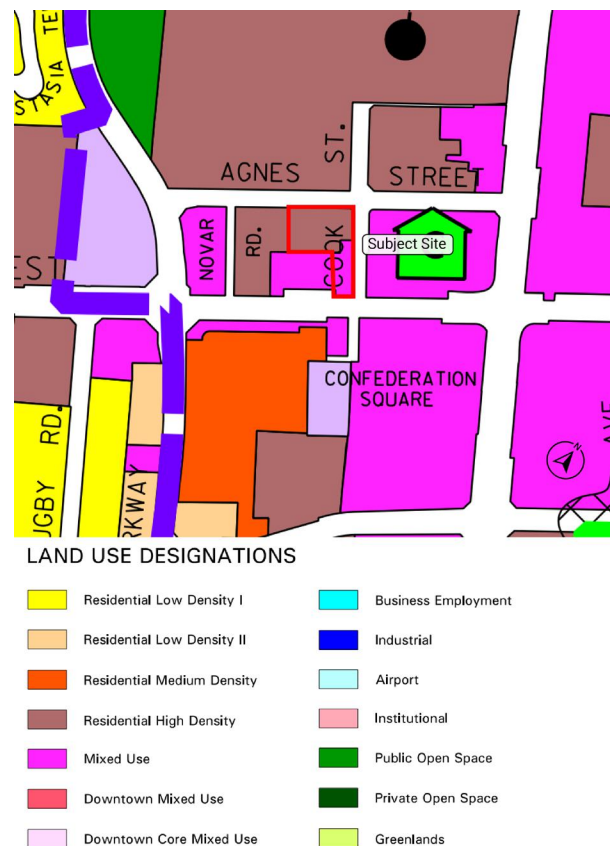


FIGURE 14. MOP Schedule 10 Land Use Designations

The *Mixed Use* designation is intended to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on *Mixed Use* sites that includes residential uses will be required to contain a mixture of permitted uses (11.2.6.2). Developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation (11.2.6.3). While Policy 11.2.5.6 allows for townhouses within the *Residential High Density* parcels, and Policy 11.2.6.4 permits residential uses in the same building with another permitted use on the *Mixed Use* parcel, it does not permit dwelling units on the ground floor.

An OPA is being requested to reconcile the land use designations applicable to the site, and to allow for the desired mix of residential and commercial uses. The proposed development consists primarily of residential uses with non-residential uses at grade only. The ratio of residential to non-residential uses indicates that, as per Policy 11.2.6.3, the site must be redesignated for the appropriate residential designation, which is *Residential High Density* in this case.

Chapter 12: Downtown

The subject site is located within the Downtown Cooksville character area. Chapter 12 identifies the modifications to the General Land Use designations in Chapter 11 that apply to the Downtown. These modifications relate to general policies, land use and urban design. Policy 12.1.1.6 states that within the Downtown, on lands designated Mixed Use, Downtown Core Commercial, Convenience Commercial or Office, ground floor retail or office uses will be provided.

Relevant policies pertaining to land use include a maximum height of 25 storeys on lands designated

Residential High Density (12.1.2.2); requiring *Mixed Use* development to be pedestrian oriented and street related (12.1.3.2); and the encouragement of compatible development that recognizes the scale and enhances the form and character of *Mixed Use* Areas (12.1.3.3). Though not defined in the OP, section 3.2.2 of the Downtown Fairview, Cooksville and Hospital Built Form Standards identifies a 45-degree angular plane for buildings fronting along Dundas Street West.

The proposed development includes a 34-storey tower, which exceeds the 25-storey height limit noted in policy 12.1.2.2. As discussed throughout this report, the increase in height is appropriate given the site's size, its proximity to extensive high-order transit, the emerging tall tower context within the immediate vicinity, and recent policy changes which prioritize housing growth. In addition, through discussions with city staff, it was identified that the height could exceed 25-storeys so long as the building does not penetrate the 45-degree angular plane from Dundas Street West.

While an OPA will be required to accommodate the additional height, it should be noted that the proposal is achieving many other policy goals such as creating a pedestrian oriented and street related site layout, and implementing a design that recognizes the scale and enhances the form and character of the mixed use area. Furthermore, the OP identifies the need to direct growth and density to support transit and active transportation in intensification areas, which is what the proposed development is aiming to accomplish.

Relevant policies pertaining to urban design in the Downtown Cooksville character area include:

12.4.1.2 The sections of Hurontario Street and Dundas Street within the Character Area should function as a focus for the Cooksville Neighbourhood, having a strong sense of place and

main street character with active mixed use building frontages and highly pedestrianized nature. These street frontages should reinforce a distinctive, quality image with high standards in built form, landscaping and related pedestrian amenities.

12.4.1.5 Bulk and Massing - Development should be generally consistent in its bulk, massing and scale within the Character Area, with use of taller more prominent buildings to highlight the Dundas and Hurontario Street intersection.

12.4.1.6 Development Fabric - Development fronting on the Hurontario Street and Dundas Street frontages should reinforce patterns and characteristics supportive of a main street role with highly animated pedestrian spaces. Development should address the following:

- a. commercial frontages should be broken up into smaller retail units and accessed directly from the public sidewalk with frequent access doorways;
- b. no parking should be provided between the buildings and street line;
- c. blank walls should be avoided along the street in favour of fenestration;
- d. service, loading and garbage storage areas should be accessed from rear lanes or abutting side streets;
- e. split level commercial frontages should be avoided;

The subject site is located close to the intersection of Hurontario Street and Dundas Street West, which is the focus of the Downtown Cooksville character area. A sense of place will be created along Dundas Street by prioritizing commercial uses and heritage preservation along this frontage. Additionally, the residential tower element will be located away from Dundas Street and oriented towards the corner of Cook Street

and Agnes Street, closer to the Cooksville GO station. The proposed development begins to establish a strong sense of place by enhancing the form and character of the commercial main street and adding to the skyline of this key intersection. The proposal includes pedestrian realm improvements as well as podium and tower setbacks to ensure appropriate transition.

Mississauga Official Plan Amendments (MOPA) 141-145

MOPA 141-145 are a set of amendments to the MOP to add policies pertaining to lands along the Dundas Street Corridor (141), to add and update policies and definitions pertaining to Major Transit Station Areas (MTSA) (142-144), and to establish guiding principles for urban design in the Downtown Character Areas (145), all of which are relevant to the subject site. MOPA 141-145 were adopted by the City of Mississauga on August 10, 2022, and are all under partial appeal. None of the policies in these MOPAs are currently in effect.

The key change implemented through MOPA 141 are the additions of the maps that delineate the boundaries of the Dundas Corridor Intensification Areas. The subject site remains within the boundaries of the Dundas Intensification Corridor and all relevant policies remain in effect as discussed above.

MOPA 143 establishes Section 5.7, Major Transit Station Areas within Chapter 5 of the MOP. This section establishes general policies pertaining to MTSA's, as well as policies pertaining to land use compatibility, urban design, connectivity, community infrastructure, and development servicing. MOPA 144 further amends section 5.7 to include policies pertaining to land use, density, and heights. This MOPA also adds Table 5-2 which outlines all PMTSA's and identifies their land use and height schedules.

Schedule 11l and 11m address the building heights and land uses for the subject site, respectively. Schedule 11l identifies a height range of 3 to 16 storeys for the subject site. This height maximum, along with the application of a 45-degree plane, was proposed to create a comfortable pedestrian realm along Dundas Street. Through the design development process and through early discussions with City staff, the design team studied what height could be achieved on the consolidated development parcel while generally maintaining the 45-degree angular plane from Dundas Street West. The design study resulted in a 34-storey tower that generally avoids the 45-degree angular plane. The proposed height is compact and transit-supportive, with the tall tower element strategic oriented towards the north half of the site to maintain a lower scale closer to Dundas Street.

The urban design vision established through MOPA 145 is discussed in further detail in Section 5 Urban Design Analysis, of this report.

4.5.1 Official Plan Amendment

The proposed development aligns with the overarching goals and objectives of the Official Plan, however an amendment is required to ensure that it conforms with specific policies. The site is within an intensification corridor, PMTSA and is designated as both *Residential High Density* and *Mixed Use*. The proposed design enhances the character of the Downtown Cooksville character area while respecting the local area context. The consolidation and redevelopment of five underutilized parcels in proximity to multiple major transit routes supports transit and active transportation and meets other objectives of the OP such as creating complete communities and providing increased and varied housing.

An amendment to the Official Plan is required because the proposed development exceeds the 25-storey height limit for *Residential High Density* sites in the Downtown Cooksville character area and because it provides ground floor dwelling units which may not be permitted in the parent Official Plan. Further, the proposed development exceeds the 16-storey height limit established in Schedule 11l in MOPA 144. An OPA is required to facilitate an appropriate increase in height and density, and to deliver additional housing on a site that is well-supported by transit and municipal infrastructure.

4.6 City of Mississauga Zoning By-law 0225-2007

City of Mississauga Zoning By-law 0225-2007 was enacted and passed on June 20, 2007. The purpose of the Zoning By-law is to regulate the use of land, buildings and structures to implement the MOP. The subject site is zoned Mainstreet Commercial (C4) on the 51-55 Dundas Street West parcel, and Existing Use (D-1) for the 60-78 Agnes Street parcels. The C4 zoning permits a maximum height of three storeys or 12.5 metres for a flat roof. The D-1 zoning is intended to recognize existing uses until such a time as they are rezoned and developed.

4.6.1 Zoning By-law Amendment

As the parcels on the site will be consolidated, their zoning will also need to be consolidated and

updated to secure the appropriate heights and uses that conform to the intention of the OP. The subject site is proposed to be rezoned as RA5, Residential Apartments with exception provisions that would permit the necessary heights, setbacks, density, uses, and other performance standards. The proposed site-specific exception would also permit the planned commercial/retail uses.

The proposed ZBA contributes to the efficient use of land on a series of small, underutilized parcels that are suitable to accommodate transit-supportive growth and the creation of new housing units and amenity space. The proposal will contribute to achieving the density targets in the Dundas PMTSA, and support the creation of a more urban, transit-oriented site within Downtown Cooksville.

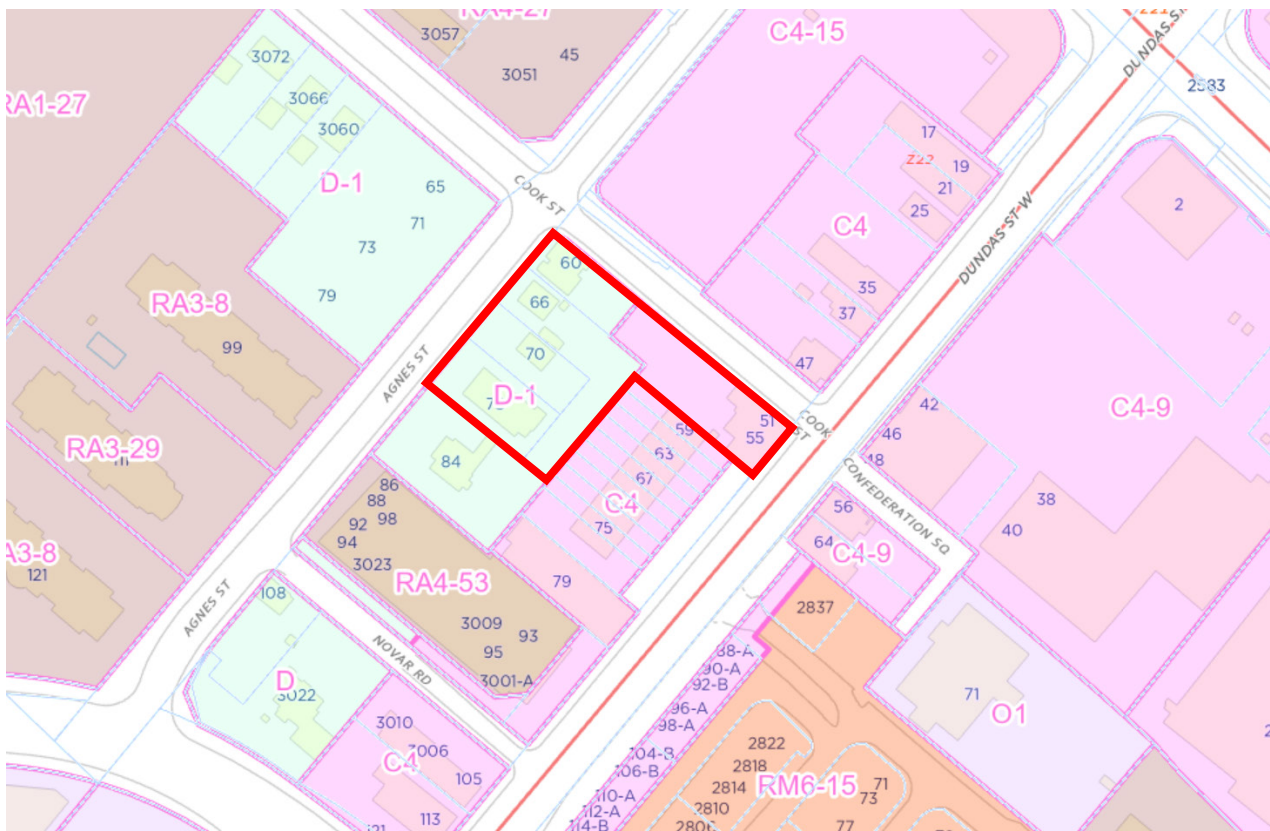


FIGURE 15. Mississauga Zoning By-law map showing the subject site designated as D-1 and C4

4.7 Additional Considerations

4.7.1 City of Mississauga Official Plan (2051)

The new City of Mississauga Official Plan 2051 was adopted by Council on April 16, 2025. While the new OP was approved by Council, it is not in force and effect as it now with the Minister for approval. Upon approval by the Minister, the new Official Plan will revoke the Peel Region Official Plan and serve as a single cohesive official plan document for the City of Mississauga.

Mississauga Official Plan 2051 introduces a more precise and coordinated growth management framework by directing the majority of population and employment growth to defined Strategic Growth Areas, including the Downtown Core, four Growth Centres (Uptown, Fairview, Cooksville, and Hospital), 12 Growth Nodes, and 62 Major Transit Station Areas. These areas are assigned minimum density targets, such as 400 plus residents and jobs per hectare in the Downtown Core and 100–250 plus in Growth Nodes, marking a significant shift from the previous plan's broader intensification approach. This strategy aims to concentrate growth near existing and planned transit infrastructure, encourage compact urban form, and reduce reliance on automobiles, while minimizing intensification pressure in stable neighbourhoods. In addition, the City has identified various sites within PMTSAs and has designated them as locations for building heights of 35 storeys.

The updated plan introduces stronger and more actionable housing policies to address affordability and supply challenges. While the previous plan encouraged diverse housing, MOP 2051 supports a greater range of forms—including additional residential units, duplexes, triplexes, townhouses, and low-rise apartments—particularly within established neighbourhoods. It also introduces inclusionary zoning in Protected Major Transit

Station Areas to secure affordable units in new developments. In addition, the plan addresses housing tenure diversity and affordability for all income levels, with policies designed to meet the needs of equity-deserving groups and promote complete, mixed-income communities.

Environmental sustainability and climate resilience are embedded throughout the new plan in ways that are not present in its predecessor. MOP 2051 introduces a system-based approach to the protection and enhancement of natural heritage and water systems, including the Green System and Water Resource System. It emphasizes the importance of ecological connectivity, supports green infrastructure such as naturalized stormwater systems, and prioritizes tree canopy growth and flood resilience. Climate change mitigation and adaptation are required considerations in land use planning and development approvals, supported by policies that promote energy-efficient buildings, compact communities, and sustainable mobility.

Equity and reconciliation play a central role in shaping the new policy framework. The plan includes specific commitments to advance reconciliation with Indigenous communities, including recognition of Treaty Rights, integration of traditional ecological knowledge, and meaningful consultation on land use and environmental planning. It also aims to dismantle systemic barriers within planning by requiring inclusive, accessible public engagement and prioritizing the needs of equity-deserving communities. This is a marked shift from the previous plan, which largely treated planning through a neutral or universal lens, with fewer targeted policies addressing racial, economic, and accessibility inequities.

Finally, MOP 2051 updates the structure, tools, and implementation mechanisms of the Official Plan. It introduces clearer development permissions, measurable density targets, and new tools such as

development permits, staging plans, and enhanced use of holding and bonus zoning provisions. The plan consolidates and integrates the policies and schedules established and updated through MOPA 141-145 which were discussed separately above in Section 6.7. The plan aligns with the 2024 Provincial Planning Statement, emphasizing consistency with provincial objectives such as residential intensification, transit-oriented development, and long-term infrastructure planning. It also includes improved mechanisms for policy monitoring, phasing, and coordination with service providers, giving the City stronger tools to manage growth sustainably and transparently.

4.7.2 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.

Mississauga's affordability crisis is severe. Home prices are out of reach for most residents, with detached homes averaging \$1.4 million and rents exceeding \$3,000 for a two-bedroom unit. The city has experienced population stagnation, rising

inequality, and an exodus of young people due to a lack of attainable housing. Contributing factors include high development charges, skyrocketing land and construction costs, and a lack of senior government funding. The dominance of investor-driven pre-construction condo sales further limits affordability, while regulatory delays and fees add to project costs and timelines.

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

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

5.0

Urban Design Analysis

5.1 Downtown Fairview, Cooksville and Hospital Built Form Standards

The Downtown Fairview, Cooksville, and Hospital Built Form Standards provide design guidelines to inform the evaluation of proposed developments in alignment with the City of Mississauga's Official Plan policies and zoning by-law. It sets key principles for developments to ensure a high-quality urban form, efficient site development, and public realm in creating vibrant, pedestrian-friendly neighbourhoods with a strong sense of place.

Chapter Two details general standards for the area, including built form requirements and architectural design guidelines.

2.1 - General Built Form Standards

Section 2.1.1 - Ground Floor Setbacks - These setback requirements vary depending on the character and configuration of adjacent development as well as the required ground floor use. On streets where retail and service commercial uses are required, the minimum setback from the property line should be 2.0 to 4.0 metres to maintain a frontage that is close to the street. For residential streets, the minimum setback to a building shall be 4.5 metres and a maximum of 6.0 metres to provide a buffer between the private and public realm. The setbacks should incorporate adequate space for landscape and streetscape treatment.

As Dundas Street West is classified as an 'A2 Street' where retail and service commercial uses are encouraged, the design of this frontage has been carefully planned to support retail and animation. The identified heritage building will be retained in its existing location, with a landscaped plaza provided directly to the west fronting onto Dundas Street. The proposed podium is setback 9.75 metres from the existing property line, although this includes an 8.25 metre area that is being reserved for a potential future right-of-way widening. Cook Street and Agnes Street are both

classified as 'B-streets' which are considered secondary streets and more commonly residential in nature. The building is set back 3.0 metres from Cook Street and approximately 5.4 metres from Agnes Street. As the building proposes non-residential uses on the ground floor along Cook Street, a 3.0 metre ground floor setback is appropriate to maintain a frontage that is close to the street.

Section 2.1.2 Podium Stepbacks: Podium heights for buildings must range from a minimum of three storeys and a maximum of six storeys. A minimum 3.0 to 6.0 metre stepback is required between the podium face and tower, depending on the site context.

The proposed podium is seven storeys in height and within the 80% of the ROW along Dundas Street West. While seven storeys is one storey taller than the recommended six storeys, the building incorporates various setbacks and stepbacks to help break up the scale of the building and achieve an appropriate pedestrian-scaled streetscape. The stepbacks include: 1.5 metres at the second floor and 47.08 metres above the podium facing Dundas Street West; 3.0 metres at the second floor and 1.5 metres above the podium facing Agnes Street; 4.0 metres along Cook Street; and approximately 6.5 metres from the adjacent building to the west.

Section 2.1.3 Floor Plate Sizes: For buildings greater than 12 storeys, the maximum tower floorplate is 750 square metres.

The proposed development includes a single tower oriented along Agnes Street. Floors 9 to 17 have a floor plate of 1,033.57 square metres, while the tower portion from levels 18 to 32 is reduced to 727.57 square metres. Levels 33 and 34 step down further to 491.39 square metres. The size of the floor plate at levels 9 to 17 is intended to

provide a gradual transition between the podium and slimmer upper tower massing. A somewhat larger floorplate is regarded as appropriate, given the large site size, which allows for appropriate setbacks, stepbacks and building separation distances to be provided.

Section 2.1.4 Tower Separation Towers: Towers must be separated at least 30 metres, measured from the tower face. To maintain this distance, towers must have a minimum setback of 15 metres from the rear and side yards.

The proposed development provides generous tower separation distances from nearby high-rise buildings or adjacent soft sites that have potential to accommodate tall towers. The proposed development provides a tower separation distance of approximately 35 metres from the proposed high-rise development to the north along Agnes Street, and approximately 60 metres from the existing 18-storey building to the west of the site. Further details on tower separation can be found in the Block Context Plan (refer to Section 5 of this report), which was prepared by RA Lumbao Architects. The Block Context Plan illustrates that appropriate separation is provided to neighbouring properties.

Section 2.1.5 Building Articulation: Podium levels must be designed to appear as multiple parts by inseting small parts of the floor plan, articulating balconies differently, and varying the massing and materials.

The proposed seven-storey podium is configured in an 'L'-shaped form, contributing to a comfortable, safe, and visually engaging pedestrian environment. Along Cook Street, the podium façade includes an aperture to accommodate a driveway that facilitates both vehicular and pedestrian access. The podium houses the building's main lobby, indoor amenity

areas, retail uses along Cook Street, primary residential entrances along Agnes Street, and a new daycare facility. These interior functions transition seamlessly to outdoor amenity spaces located on the second, eighth, and 33rd floors. The design ensures visibility and access from multiple building façades into the shared outdoor areas, enhancing both the pedestrian experience and the overall accessibility for future residents.

To ensure appropriate massing and visual interest at the street level, stepbacks are introduced at key locations of the podium, clearly distinguishing the base from the tower above. The existing heritage building on-site is also thoughtfully integrated into the proposed mixed-use development.

Section 2.1.6 Building Top: The top two levels of the building should be stepped back 3.0 meters to create visual relief. The rooftop mechanical penthouse will be stepped back and compliment the architecture of the building.

Levels 33 and 34 of the building are stepped back by 6.0 meters and feature a modest floor plate of 491.39 square metres. The mechanical penthouse is seamlessly integrated into the overall design of the building, utilizing consistent materials and cladding to maintain a cohesive architectural aesthetic. Together, the top two levels and the mechanical penthouse contribute to a gradual and refined transition from the tower to the roofline, minimizing its perceived mass.

2.2 - Architectural Design Guidelines

The guidelines in Section 2.2, Architectural Design Guidelines, focus on the character of streets, articulating that street walls should maintain visual continuity with buildings placed parallel to the streets with consistent setbacks. This can also include features such as storefronts, forecourts, and plazas

to enhance the pedestrian realm. Façades must be designed to distinguish three portions with clear divisions, a base, a middle portion and a top portion. Storefronts are encouraged to have traditional main street character, with appropriately proportioned glazing, signage bands, and entrances aligned with sidewalks. The guidelines also recommend that buildings located at prominent corners should be designed with enhanced elevations and spaces for patios and outdoor merchandising to animate the storefronts. Finally, service, parking, and loading areas must be consolidated, internalized, visually screened, and designed to minimize public realm impacts by considering safe levels of illumination and lighting.

The proposed building includes a seven storey podium that establishes a strong human-scale interface along both Cook Street and Agnes

Street. Along Cook Street, the podium façade is articulated by dividing the building into distinct sections. Along Cook Street, the façade is articulated by dividing the podium into distinct vertical sections. The ground floor features active commercial storefronts, while the upper podium levels accommodate residential uses. Portions of the sixth and seventh floors incorporate varied materiality, contributing to a visually dynamic and animated podium. These design elements help break up the building massing and add architectural interest to the street-facing façade. A mid-block driveway provides visual relief along Cook Street, separating the retail frontage from the residential lobby. The pedestrian realm is further enhanced by balconies, landscaping, and active uses at grade, fostering a safe, attractive, and welcoming streetscape. Servicing and parking are consolidated at-grade and underground, with

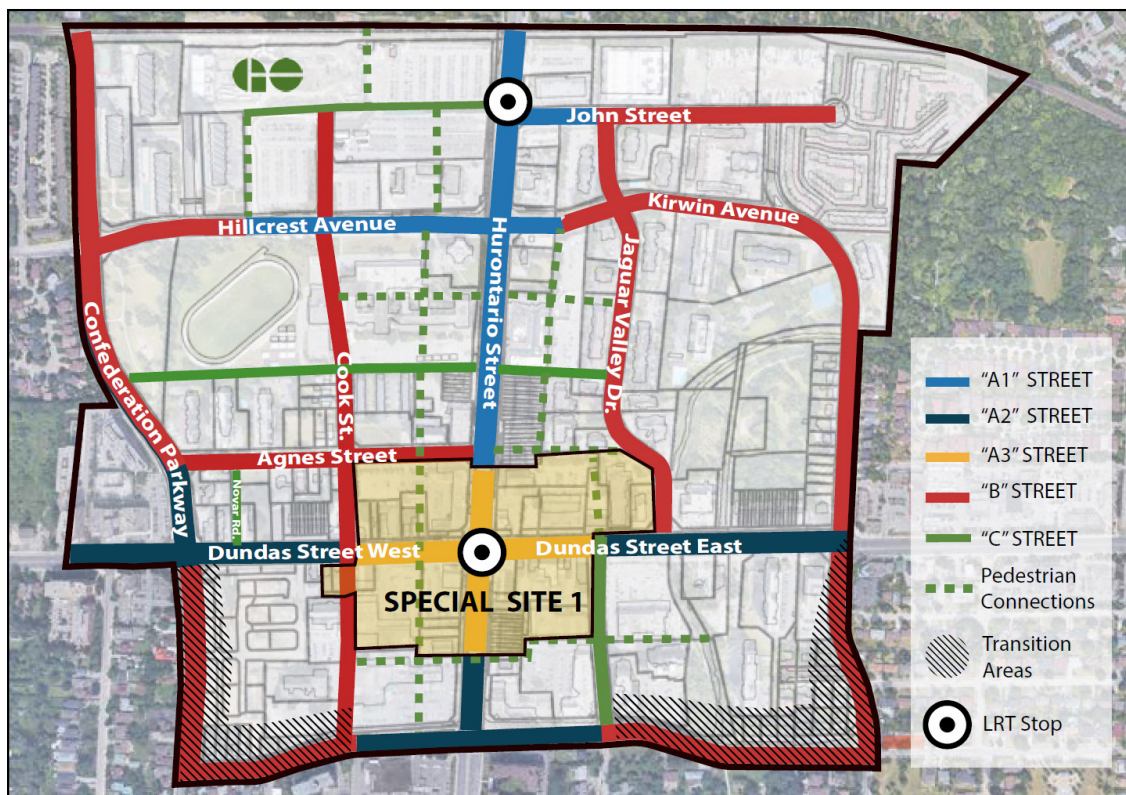


FIGURE 16. Street Types in the Downtown Cooksville Character Area

a shared access driveway and two screened loading spaces located within the interior of the site to minimize impacts on the public realm.

3.0 - Character Areas & Street Types

Chapter 3 outlines the character areas and street types that guide development in the area, including A-Streets and B-Streets in Downtown Cooksville. A-Streets are primary arteries that must incorporate commercial and/or retail uses at grade to develop a lively urban environment and foster active uses. On an A-2 Street (Dundas Street), buildings should provide a minimum stepback of 3.0 to 6.0 metres between podium and tower, and a minimum setback of 2.0 to 4.0 metres from property line. It also recommends a 45-degree angular plane, measured from 80% of the right-of-way (ROW) width. Podiums on A-Streets should range from three to six storeys in height, and where appropriate, patios of at least 3.5 metres in depth should be provided to animate the street.

B-Streets such as Cook Street and Agnes Street are secondary and residential in character. Development along B-Streets includes high quality seamless interface and transition between public sidewalk and front door to ensure adequate separation and privacy. Development should provide high quality landscape treatments within frontages, transition zones and setbacks of minimum 3.0 to maximum 6.0 metres.

The proposed development incorporates recommended guidelines for A-Streets (Dundas Street West) and B-Streets (Agnes and Cook Streets), where appropriate. These design guidelines have been considered in the context of the retained heritage building, which creates a unique streetscape condition along Dundas Street.

The proposed design is intended to achieve a high-quality public realm along Dundas Street. The

retained heritage building, along with an enhanced sidewalk and temporary landscaped area, help to enhance the pedestrian experience and support spill-out activity. While the retail frontage includes large windows facing Dundas Street West to support street activation, entrances are located along Cook Street (B-Street). The proposed seven-storey podium exceeds the maximum height guideline by one storey; however, this is mitigated by a generous tower setbacks and a tower placement toward the north of the site, generally achieving the recommended 45-degree angular plane from Dundas and minimizing impacts such as shadowing and overlook.

Along Agnes Street, the building is set back 5.44 metres to accommodate two-storey townhouse units with individual entrances and glazing, contributing to a pedestrian-friendly streetscape. The development also provides 918.01 square metres of landscaped area comprised of soft landscaping along Agnes and Dundas Streets and hardscaped pedestrian walkways that wrap around the building and driveway, supporting a well-connected, safe, and attractive public realm.

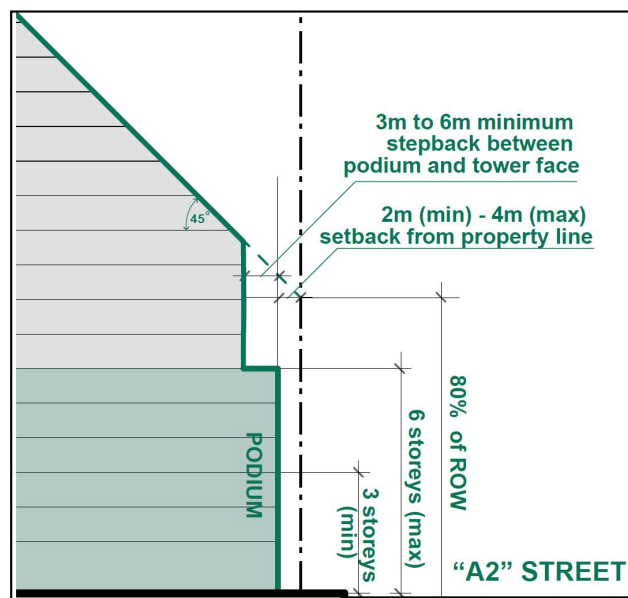


FIGURE 17. A2 Street design guidelines

5.2 Dundas Connects Master Plan

The Dundas Connects Master Plan was initiated in 2016 and endorsed by City Council on June 18, 2018. The plan guides the transformation of Dundas Street, a 19.5-kilometre-long corridor over the next 35 to 40 years. The primary recommendations of this plan seek to encourage mixed-use and transit supportive intensification, the implementation of the Bus Rapid Transit (BRT) system, and the creation of complete streets for all users along Dundas Street.

Section 3.2.1 outlines the land use and urban design principles for the corridor, emphasizing the need for transit-supportive densities, minimizing impacts on adjacent stable areas, introducing new street connections and frontages to support active transportation and street-oriented redevelopment, creating accessible public and private open spaces, and updating Special Policy Areas to include potential flood remediation strategies.

Section 5.1.2.4 further identifies the Cooksville Focus Area as a priority for mixed-use development, particularly along the Dundas and Hurontario corridors. It encourages active frontages and requires that 70% of the ground floor gross floor area (GFA) of buildings fronting Dundas Street be occupied by retail, restaurant, or personal service uses. The Plan also supports infill apartment development on lands designated Residential High Density, along with updated development standards that address building height, separation distances, transition to adjacent buildings, and pedestrian connectivity. In addition, it recommends the introduction of new open spaces and community facilities.

The proposed development is located within the Cooksville Focus Area identified in the Dundas Connects Master Plan. This focus area is envisioned as a future mobility hub, with opportunities to enhance the public realm, support infill development, and introduce green open spaces to enhance the natural heritage

system. The site is well-served by existing transit infrastructure, including the Cooksville GO station and multiple MiWay bus routes along Dundas Street West. It will also benefit from future transit improvements, including the planned Dundas Bus Rapid Transit (BRT) and the Hazel McCallion LRT line, which will include two nearby stations at Dundas and Hurontario, and at the Cooksville GO station. Additionally, the site is located near a mobility hub along Hurontario Street, just north of Dundas Street West.

The proposed redevelopment aligns with the Cooksville Focus Area objectives by introducing a high-density, mixed-use building that leverages its proximity to both regional and local transit networks. The design supports a pedestrian-friendly environment through internal walkways and circulation that reduce reliance on automobiles, and it introduces landscaped areas along Dundas Street West to improve the public streetscape. The building includes a range of housing options, a replacement daycare facility, and retail and commercial spaces at grade with large windows to activate the street and enhance the pedestrian experience.

6.0

Block Plan

6.1 Study Area

The Study Area for this Block Plan analysis was provided by City of Mississauga staff. It is bounded by Agnes Street to the north, Cook Street to the east, Novar Road to the west, and Dundas Street West to the south (Figure 18).

The City of Mississauga Official Plan outlines policies that support growth, complete communities, and desirable urban form. According to Schedule 10 of the OP, the subject site is designated both *Residential High Density* and *Mixed Use*. These designations envision apartment dwellings, uses permitted under the Residential

Medium Density designation, accessory uses to apartment dwellings on the same property, and a range of retail, service, and other uses that support nearby residents and businesses. A more detailed assessment of the proposal's alignment with the land use policy framework is provided in Section 5.

Within the Study Area, an 18-storey mixed-use development is currently under construction. Additionally, two soft sites have been identified within the Study Area as having future redevelopment potential, as described below.

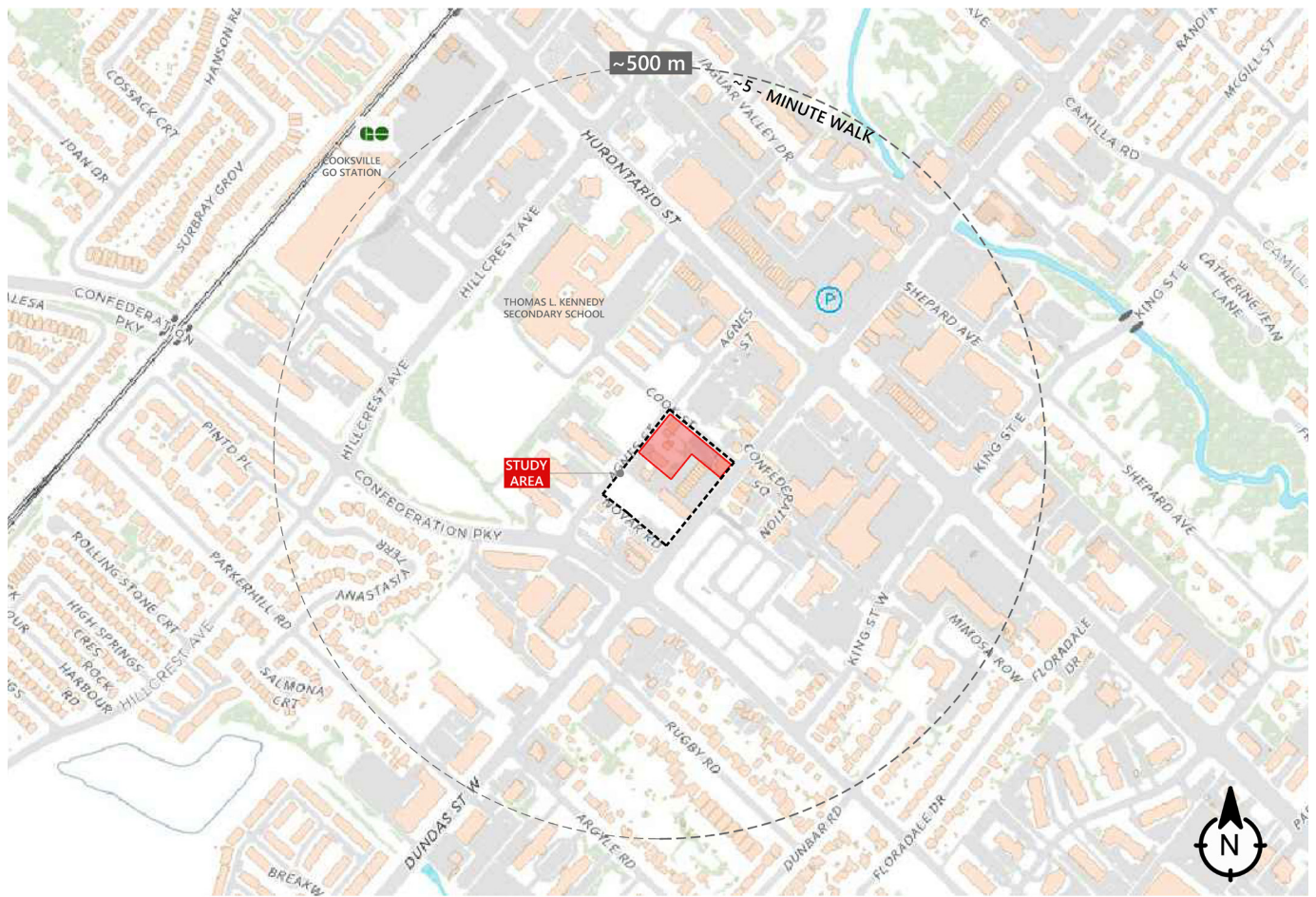


FIGURE 18. Context map – study area map (source: Lumbao Architects)

6.2 Built Form Analysis

Soft Site 1: 84 Agnes Street:

The site is designated as *Residential High Density* as per Schedule 10 of the City of Mississauga Official Plan and is zoned D-1 (Development) in the Mississauga Zoning By-law 0225-2007. The site has a frontage of approximately 30.56 metres, a depth of 50.29 metres. There is currently a single-family detached dwelling on the site.

Soft Site 2: 59-79 Dundas Street West:

The east side of this site (79 Dundas Street West) is designated as *Residential High Density*, while the rest of the site is designated as *Mixed Use*. The site is zoned C4 (Mainstreet Commercial) in the Mississauga Zoning By-law 0225-2007. The site has a total frontage of approximately 74.93 metres and a depth of 50.29 metres. Currently on the site there is a one-storey retail building and ten retail stores with residential units above.

The Block Plan was prepared by RA Lumbao Architect Inc. The Block Plan has been developed based on a number of assumptions, including the existing context, approved and proposed developments, and conceptual development scenarios informed by local development trends. While it remains uncertain whether site amalgamations (such as on Soft Site 2) will occur in the future, the proposed development does not present any foreseeable constraints to the redevelopment potential of that site or surrounding properties. There are several quantitative and qualitative factors that were considered when designing the Block Plan, which includes:

- » **Transition:** The massing is designed intentionally to maintain a 45-degree angular plane from the opposite side of Dundas Street West and generally maintain a 45-degree angular plane from 80% of the Dundas Street West right-of-way. This provides an appropriate and desirable transition from the low-rise commercial context along Dundas Street West to the proposed high-rise developments along Agnes Street in proximity to the Cooksville GO station.
- » **Orientation:** The proposed built form is oriented to minimize shadow impacts on adjacent low-density areas along Dundas Street West. There are no shadow impacts on the 18-storey mixed-use development which is under construction to the west of the site, and minimal shading on the potential soft sites identified.
- » **Cooksville GO Station:** Given the site's proximity to the Cooksville GO station, the tallest building elements are strategically located closer to the station, with heights gradually transitioning toward the lower-rise commercial context along Dundas Street West.
- » **Setbacks and Separation Distances:** Appropriate podium and tower separation distances and setbacks are provided to ensure compatibility with future development in the study area as shown in Figure 19.

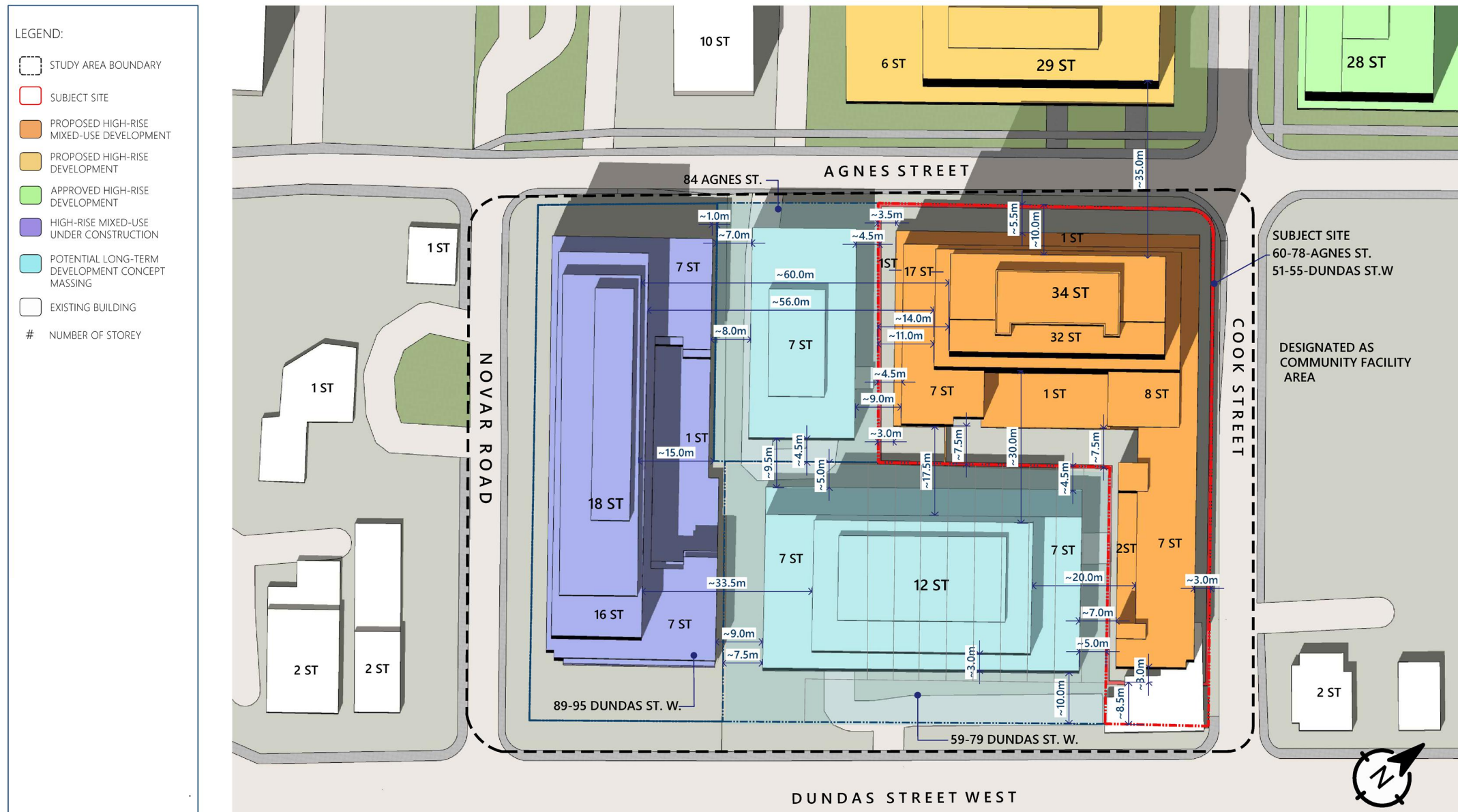


FIGURE 19. Setbacks and separation distances (source: Lumbao Architects)

7.0

Supporting Studies and Reports

7.1 Stage 1 and 2 Archaeological Assessment

Stage 1 and 2 archeological assessments were 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 settlement trends, and a review of available aerial imagery. This research determined that there is potential for the presence of both Indigenous and Euro-Canadian archaeological resources within the subject property.

The Stage 2 assessment was conducted by means of test pit surveys initiated at five-metre intervals and increased to judgmental intervals when disturbance was encountered. Despite careful scrutiny, no archaeological resources were identified during the survey. As such, ASI recommends that no further archaeological assessment is required, in accordance with the Standards and Guidelines for Consultant Archaeologists (2011).

7.2 Shadow Study

A Shadow Study was prepared by R.A. Lumbao Architects Inc. The shadow study drawings and associated cover letter outline the parameters of the study.

The shadow study finds that the proposed development creates no major shadows on neighbouring properties, streets, parks or open spaces. The proposed development does not fall within the No Impact Zone of the neighbouring residential private outdoor amenity spaces for longer than two consecutive hours. On the three dates that were studied, the TL Secondary School received at least 50% sun coverage. As such, the study determined that communal outdoor amenity areas are not adversely impacted by the proposed development. The shadow analysis also confirms that there is no shadow impact on the opposite side of Agnes Street during the required periods of 12:12 to 2:12 PM and an additional two hour window on either side of the aforementioned time frame. Finally, the surrounding area are planned for high-density residential, mid to high -rise residential, so the proposed development does not impede opportunities for solar energy use on adjacent building facades.

7.3 Stormwater Management Report

A Stormwater Management Report was prepared by EnVision Consultants. The study applied the following stormwater management criteria: quantity control, quality control, runoff volume reduction, and erosion control, as per the City of Mississauga Development Requirements Manual, and Credit Valley Conservation Stormwater Management Guideline.

The report recommends the stormwater cistern be designed with a total available storage of 223.6 cubic metres with flows outletting to the Agnes Street municipal sewer via a mechanical pump with a maximum discharge rate of 600 litres per minutes. The cistern will control post-development flows for the 2- through 100-year storms to the pre-development 2-year level of 23.48 litres per second. Finally, the report concludes that runoff that flows overland to Dundas Street West will not exceed the pre-development 2-year rate of 12.91 litres per second.

Regarding quality control, a Stormceptor EFO4 OGS Unit is proposed upstream of the cistern to meet the 80% TSS removal target for enhanced (Level 1) protection for the site. This unit is estimated to provide 87% TSS load reduction, capturing over 90% of the average annual rainfall volume. Regarding runoff, the report concludes that the site is required to retain the runoff volume from a 5 mm rainfall event. A sump volume of 17.8 m³ is provided in the stormwater cistern for re-use via irrigation to the proposed softscape and green roof areas. Finally, the report recommends that erosion and sediment control measures be applied during construction.

7.4 Functional Servicing Report

A Functional Servicing Report was prepared by EnVision Consultants. A summary of the key findings is presented below.

The site will be serviced by the existing Zone 2 300mm watermain on Dundas Street West. The proposed servicing for the site will include a 150mm domestic watermain and 200mm fire watermain extending from one H-type connection to the existing watermain on Dundas Street West.

The results of the hydrant flow tests performed in April 2025 indicate that there is sufficient water supply in the municipal watermain system to meet the demands of the proposed development.

The proposed sanitary servicing for the site will connect to the existing 300mm sanitary sewer on Dundas Street West via a 200mm municipal sanitary service connection from the site. The existing sanitary system is expected to have sufficient capacity to receive sanitary flows from the development as there is no surcharging in the system based on the findings of the external sanitary sewer capacity analysis.

One 200mm municipal storm service connection is proposed to the existing 300mm storm sewer on Cook Street. An underground stormwater cistern and a quality treatment unit are proposed to meet the quantity control, quality control and water balance requirements for the site prior to discharging flows to the existing storm sewer on Cook Street.

7.5 Transportation Impact Study

A Transportation Impact Study was completed by BA Group in support of the applications. As a result of the study, BA Group recommends a number of Transportation Demand Management (TDM) measures. These include, a mix of retail and residential, pedestrian connections to transit, transit information packages, bicycle parking, cycling information packages, pedestrian connections to the public sidewalk network, parking below the current Zoning By-law parking rates for Parking Precinct 1, and unbundled residential parking.

With regard to car parking, the study finds that the proposed car parking supply of 224 spaces satisfies the requirements of Bill 185, and is further supported by the site context, area travel characteristics, and previous City of Mississauga parking considerations along the Hurontario LRT. Similarly, the proposed bicycle parking supply satisfies the requirements of the City of Mississauga Zoning By-law 0225-2007.

Through a multimodal analysis, the study determined that the site is projected to generate in the order of 320 and 455 person trips during the AM and PM peak hours respectively, including 180 and 265 auto driver trips. Accounting for the existing retail and daycare uses on site, and projects retail pass-by trips, the proposed development would generate 145 and 175 net new vehicle trips, respectively. It is projected that the traffic associated with the proposed development will have minimal impact on the operations of the surrounding road network and can be accommodated.

Finally, a geometric review of the site found that site access is appropriate in accordance with respect to TAC Geometric Design Guide for Canadian Roads.

7.6 Heritage Impact Assessment

ERA Architects has prepared a Heritage Impact Assessment (HIA). The study evaluates the properties at 51, 55-57 Dundas Street West and 78 Agnes Street using the provincial Criteria for Determining Cultural Heritage Value or Interest (Ontario Regulation 9/06). ERA found that 51-57 Dundas Street West meets the criteria for cultural heritage value, while 78 Agnes Street does not meet the criteria for cultural heritage value.

The HIA finds that the proposed development will conserve the integrity and cultural heritage value of the site by maintaining the identified heritage building in situ, as illustrated in the plans. Additional details regarding the conservation and integration strategy can be found in the HIA.

7.7 Pedestrian Wind Comfort Assessment

A Pedestrian Wind Comfort Assessment was conducted by RWDI based on computational modelling, simulation and analysis of wind conditions for the proposed development design. The study also considers local wind climate data and the City of Mississauga wind criteria for pedestrian comfort and safety. The findings are summarized below.

The existing wind conditions at most areas on and around the project site are comfortable for the intended usage and meet the pedestrian wind safety criterion. In the winter, localized uncomfortable wind speeds are expected near the northeast corners of the existing on-site buildings, and between the tall buildings northwest of the site.

The addition of the proposed building is expected to increase wind speeds on the site, but wind conditions at most areas at ground level, such as most sidewalks, secondary entrances, and play area, are expected to be appropriate for their intended use.

Uncomfortable wind speeds and conditions that could potentially exceed the safety criterion are expected around the northern corners of the proposed building, where walkways and main entrances are proposed. Similar windy conditions are predicted around the northern corners of the adjacent existing building to the west.

Wind speeds on the Level 2 outdoor amenity area are predicted to be appropriate for the intended use year-round.

Wind speeds on the Levels 8 and 33 outdoor amenity areas are expected to be higher than desired for passive usage at some locations. On the Level 8 amenity areas, the pedestrian wind safety criterion might be exceeded on the west end of the west terrace and the south end of the east terrace.

Wind control strategies are included in the report for the predicted windy areas for the design team's consideration. It is recommended that wind conditions be confirmed through wind tunnel testing so that the wind control solutions may be identified and implemented appropriately.

7.8 Phase 1 & Phase 2 Environmental Site Assessment

A Phase 1 and Phase 2 Environmental Site Assessment (ESA) was conducted by G2S. The ESA used boreholes to determine the subsurface conditions of the site, which is comprised of asphalt and granular at the pavement level, underlain by brown to yellow sand with trace silt, which is further underlain by native sand with trace silt extending to bedrock.

Groundwater was found in the monitoring wells between depths of 3.13 and 5.43 m bgs. Soil samples were submitted for laboratory analysis of Petroleum Hydrocarbon Fractions, and the soil was found to meet applicable standards.

7.9 Geotechnical Investigation

A Geotechnical Investigation was completed by G2S Consulting. The investigation involved drilling boreholes to assess subsurface conditions. Key considerations and findings from the report relate to shale bedrock and soil variability, groundwater management, excavation challenges, foundation design, and drainage.

The site features shale bedrock at varying depths (2.4 to 4.9 meters below grade), which transitions from weathered to sound shale with limestone interbedding. This variability requires careful excavation and foundation design to ensure stability. The shale bedrock may experience time-dependent deformation and swelling, which could affect construction schedules and long-term performance.

Groundwater levels fluctuate seasonally, and infiltration through fill, sand, and permeable seams is expected during excavation. Dewatering systems must be designed to handle groundwater removal, potentially requiring a Permit to Take Water (PTTW) for high water-taking rates. Effective drainage systems and waterproofing are essential to prevent water buildup and ensure the integrity of basement walls and underfloor areas.

Excavation will encounter fill, sand, shale/till complex, and shale bedrock, with increasing resistance at deeper levels due to bedrock quality. Foundations must be designed to account for varying bedrock conditions, with geotechnical resistance values tailored to weathered and sound shale. Proper protection of footing beds and frost protection measures are critical. Gas monitoring is recommended during shale excavation due to potential natural gas pockets.

8.0

Summary Planning Analysis

As highlighted throughout this report, the proposed development is consistent with the Provincial Planning Statement and generally conforms with the City of Mississauga Official Plan. The following sub-sections further outline how the proposed development meets provincial and municipal planning policy and achieves good planning.

8.1 Implementing Complete Community Development

The proposed development contributes to the creation of a complete community by delivering 559 new residential units in a variety of sizes, from studios to three-bedrooms, accommodating a broad demographic range including singles, couples, and families. It also provides approximately 1,115 square metres of non-residential floor space to support local employment and commercial opportunities. The proposal integrates a new, purpose-built daycare within the podium, replacing the existing facility on-site and maintaining vital community infrastructure.

Located in Inclusionary Zoning Area 1, the development will secure affordable housing in accordance with MOPA 184, ensuring that the new units are accessible to people of all incomes. The proposal also retains and restores the listed heritage building at 51 Dundas Street West, integrating it into the podium to preserve the city's cultural heritage while intensifying the site within a compact, mixed-use built form.

8.2 Providing Transit-Oriented Development within a PMTSA

The site's location within the Dundas (Hurontario) Protected Major Transit Station Area and Mobility Hub creates an opportunity to support and exceed transit-supportive density targets. The proposed 34-storey building achieves an FSI of 8.66 and meaningfully contributes to residential and commercial growth within one of the most transit accessible areas in the city.

The development is strategically located approximately 550 metres from the Cooksville GO station, 200 metres from the proposed Dundas BRT stops, and within walking distance of two planned Hazel McCallion LRT stations, while also benefiting from multiple MiWay bus routes and proximity to designated cycling routes on Dundas, Hurontario, and Confederation Parkway. The redevelopment of the site will support growth within a PMTSA, helping to optimize the viability of existing and planned transit infrastructure. In addition, the provision of 475 bicycle parking spaces, including exterior racks for visitors, and enhanced pedestrian walkways along all frontages, help to improve multi-modal connectivity and access to nearby transit. The building's compact urban form directly supports transit ridership, active transportation, and reduced automobile dependence, and promotes the achievement of minimum density targets within the Dundas PMTSA.

8.3 Enhancing Urban Form and Character

The proposal implements several urban design strategies that contribute to an enhanced urban form and character. The proposal includes a seven-storey podium with appropriate setbacks, and stepbacks, with the tower designed to generally adhere to the 45-degree angular plane from Dundas Street West. Together, these massing and design strategies help to create a human-scale pedestrian environment and an appropriate transition to surrounding properties and developments within the area.

Along Dundas Street West, the retained heritage building and adjacent landscaped plaza establish an active and welcoming street edge. Moreover, the conservation and integration of the heritage building at the corner of Dundas Street and Cook Street will help strengthen the historic and existing character of the Cooksville community and reinforce Dundas Street West as a commercial main street. The provision of active uses at grade, including retail uses and a daycare, will strengthen the commercial main street character of the Dundas Street corridor and Downtown Cooksville.

The façades along all faces of the building are articulated through varied materials, recessed elements and balconies, while large windows provide visual connection and natural surveillance. The 34-storey tower will serve as a distinctive addition to the Downtown skyline, reinforcing the planned high-rise cluster at the Dundas and Hurontario gateway.

8.4 Appropriate Amendment to the Official Plan and Zoning By-law

The requested amendments to the Official Plan and the Zoning By-law are appropriate and desirable, as they implement the contemporary planning policy framework setback by the Province and by the City of Mississauga. The proposed development achieves the overarching vision and policy objectives of the Official Plan by fostering residential and commercial growth in a transit-rich area that is designated for intensification. The proposed amendments will reconcile the Official Plan land use designations and zoning permissions across the assembled properties in order to facilitate desirable growth and good planning.

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7.0

Conclusion

Based on the information outlined in this Planning Rationale Report and the findings identified in the supporting technical reports and studies, it is our opinion that the proposed development and associated OPA and ZBA represent an appropriate redevelopment of the subject site. The proposed development represents good planning and appropriate growth, given the site's urban location, access to existing and planned transportation and transit infrastructure, and access to a mix of uses and public amenities.

In summary, it is our opinion that:

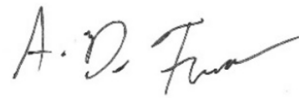
- » The proposed development is consistent with the Provincial Planning Statement;
- » The proposed development conforms with the Region of Peel Official Plan;
- » The proposed development generally conforms with the policy directions set out of the City of Mississauga Official Plan;
- » The proposal implements a complete community approach to planning by creating additional housing options, providing opportunities for commercial and employment uses, and accommodating a new daycare facility within the building;
- » The proposed development maintains and enhances the urban form and character of a key intersection and intensification corridor, including through the retention of the identified heritage building on Dundas Street West;
- » The proposed development is transit supportive and facilitates the creation of a pedestrian-friendly environment and multi-modal travel;

- » The proposed development will not create significant adverse impacts on the surrounding area; and,
- » The proposed development can be appropriately serviced by existing and planned infrastructure.

It is our professional planning opinion that the proposed development represents good planning, is appropriate and desirable for the site, and supports the creation of complete communities and transit-oriented development in the city.

Respectfully submitted,

Tony De Franco



MScPl, RPP, MCIP

Lead, Development Planning
Sajecki Planning Inc.

Appendix A:

Planning Application Checklist

Submission Requirements Checklist

Type of Application:

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

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



General Information		
Address / Legal Description of Site 55 Dundas Street West		Ward No. 7
Meeting Date Nov. 19/24		
Description of Proposal Two residential apartment buildings		
Applicant Name Morgan Dundas, Sajecki Planning		Planner Name Adam Lucas
Pre-Application Meeting No. DARC 25-180		

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

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

Other Information

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

Preparing Drawings & Documents for an ePlans Submission

Drawing Standards

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

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

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

File Naming Standards for Drawings

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

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

The chart below for are examples of file naming conventions.

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

File Naming Standards for Documents

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

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

File Type Standards

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

File Size Restrictions

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

Appendix B:

Draft Official Plan 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, Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing may authorize the Regional Municipality of Peel, an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region of Peel has advised that, with regard to Amendment No. XX, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan **by amending Schedule 10** and adding a **Special Site Policy to the Downtown Cooksville Character Area**;

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

- 1. The following explanatory text attached hereto, constituting Amendment No. XX to Mississauga Official Plan, specifically the Downtown Cooksville Character Area of Mississauga Official Plan, of the City of Mississauga Planning Area, are hereby adopted.

ENACTED and PASSED this ____ day of _____, 2025.

Signed _____
MAYOR

Signed _____
CLERK

Amendment No. XX
To
Mississauga Official Plan

The following text and schedules attached constitute Official Plan Amendment No. XX.

PURPOSE

The purpose of this Amendment is to permit the development of a 34-storey mixed use building comprised of a single tower atop a seven-storey podium on the subject lands. The development would contain ground floor commercial uses and a total Floor Space Index (FSI) of 8.66.

LOCATION

The subject lands affected by this Amendment are located at 51-55 Dundas Street West, 60, 66, 70, and 78 Agness Street in Ward 7, just west of Hurontario Street. The subject lands are located within the Downtown Cooksville Character Area, as identified in the Mississauga Official Plan.

BASIS

The Mississauga Official Plan came into effect on November 14, 2012, save and except for those policies and land use designations which have been appealed to the Ontario Land Tribunal (formerly known as the “Ontario Municipal Board” and “Local Planning Appeal Tribunal”). The Mississauga Official Plan provides that within the City Structure, Intensification Areas are to be the principal location for future growth within the City. In this regard, the Subject Lands are located within the Downtown, within a Major Transit Station Area and along an Intensification Corridor where transit-oriented development is encouraged.

The subject lands are designated “Mixed Use” (at 51-55 Dundas Street West) and “Residential High Density” (at 60, 66, 70, and 78 Agnes Street) in the Downtown Cooksville Character Area of the Mississauga Official Plan. The Official Plan’s urban design policies restrict building heights to six storeys directly abutting the street line (policy 12.4.1.4.b) and require a minimum setback of ten metres from the street line for buildings exceeding six storeys in height (policy 12.4.1.4.d).

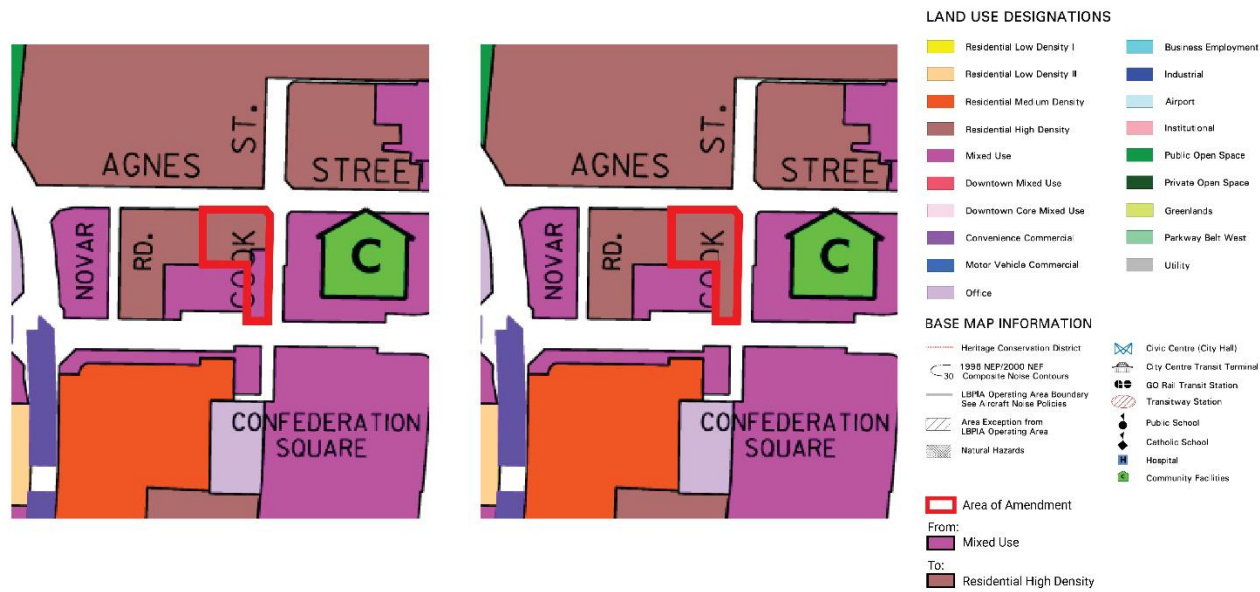
The proposal is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposed development is supportive of the policy framework expressed in the Provincial Planning Statement and the Region of Peel Official Plan, which promote a range and mix of housing and the redevelopment of underutilized lands within built up areas that are well served by transit and existing infrastructure.
2. The proposed development is consistent with the Urban System and Land Use Designation policies as it provides for appropriate and context-sensitive density within the Downtown Cooksville Character Area.
3. The massing and scale of the proposed built form is compatible with the planned urban character and vision for the Dundas West Corridor.
4. The proposed development provides new housing supply through the intensification of underutilized lands and makes efficient use of available and planned infrastructure and facilities.
5. The proposed development is well served by existing transit service and is in proximity to the Cooksville GO Station, facilitating improved transit connectivity.

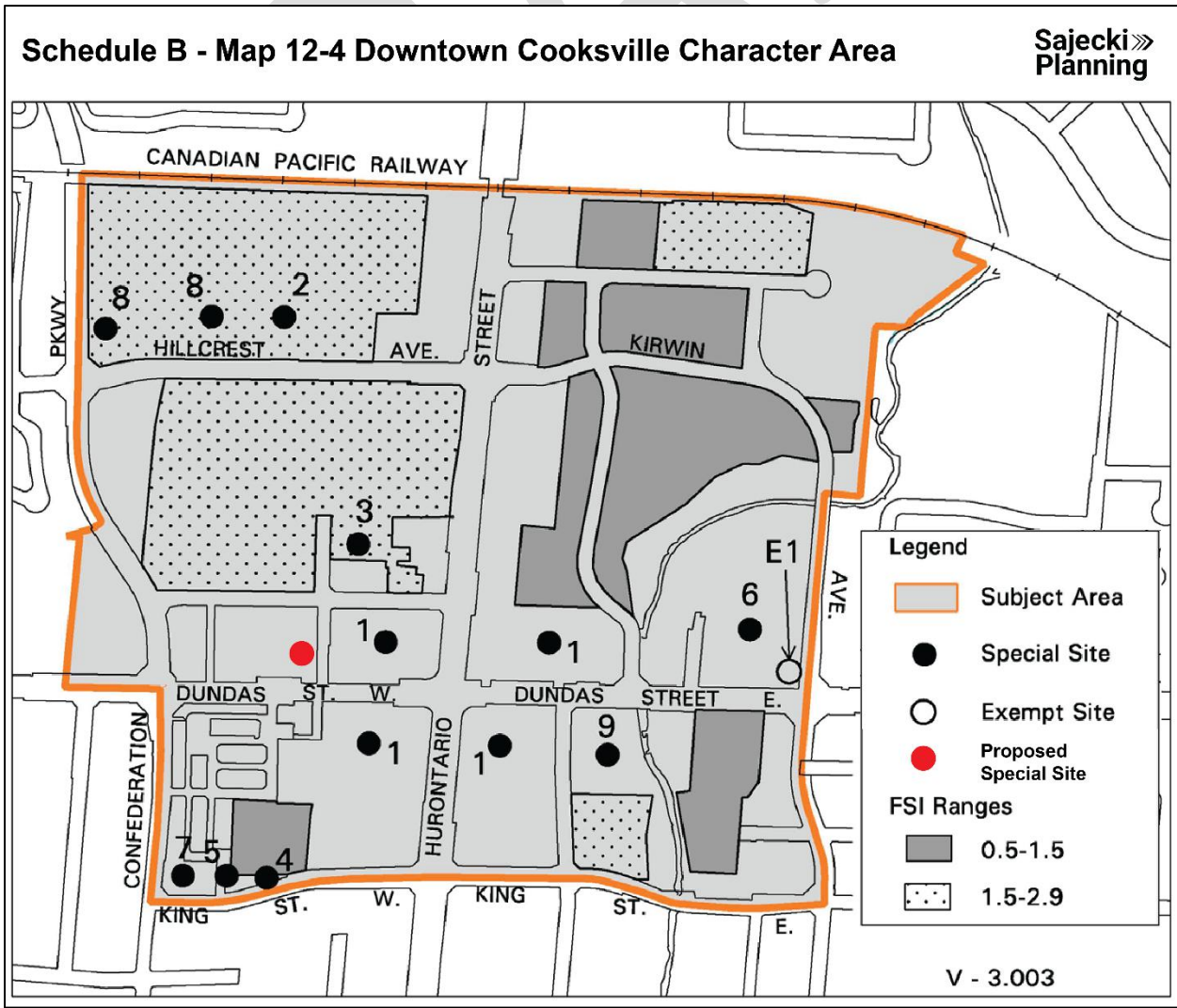
DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Schedule 10, Land Use Designations, of the Mississauga Official Plan, is hereby amended by re-designating the subject lands to ‘Residential High Density’

Schedule A - Land Use Designations



2. Section 12.4, Downtown Cooksville Character Area, of the Mississauga Official Plan, is hereby amended by adding Special Site X on Map 12-4, Downtown Cooksville Character Area, in accordance with the Special Site Policies, as shown in Schedule B of this Amendment.



3. Section 12.4.3, Special Site Policies, Downtown Cooksville Character Area of the Mississauga Official Plan, is hereby amended by adding the following:

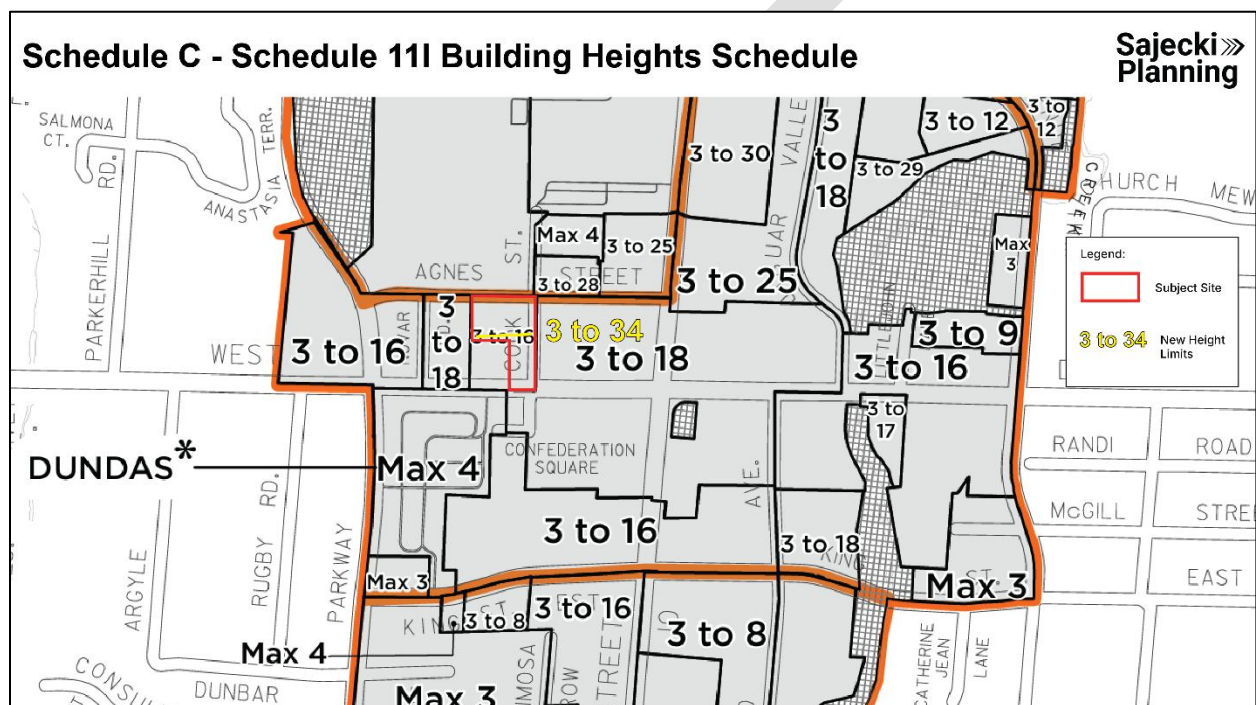
16.2.4.X Site X

16.2.4.X.X *The lands identified as Special Site X are located on the north side of Dundas Street West, west side of Cook Street, and south side of Agnes Street.*

16.2.4.X.X *Notwithstanding the policies of this Plan, the following additional policies will apply:*

- a) One (1) apartment building with a maximum height of 34 storeys plus mechanical penthouse will be permitted; and
- b) A total combined FSI of 8.66 will be permitted.

4. Schedule 11I (Hurontario LRT – Cooksville GO, Dundas, Queensway, North Service) Building Heights Schedule, is hereby amended by increasing the height limit in the Dundas PMTSA from 16 storeys to 34 storeys, as shown in Schedule C of this Amendment.



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 subject lands will be rezoned concurrently to implement this Amendment.

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

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.

Appendix C:

Draft Zoning By-law Amendment

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER XXX-2025

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:

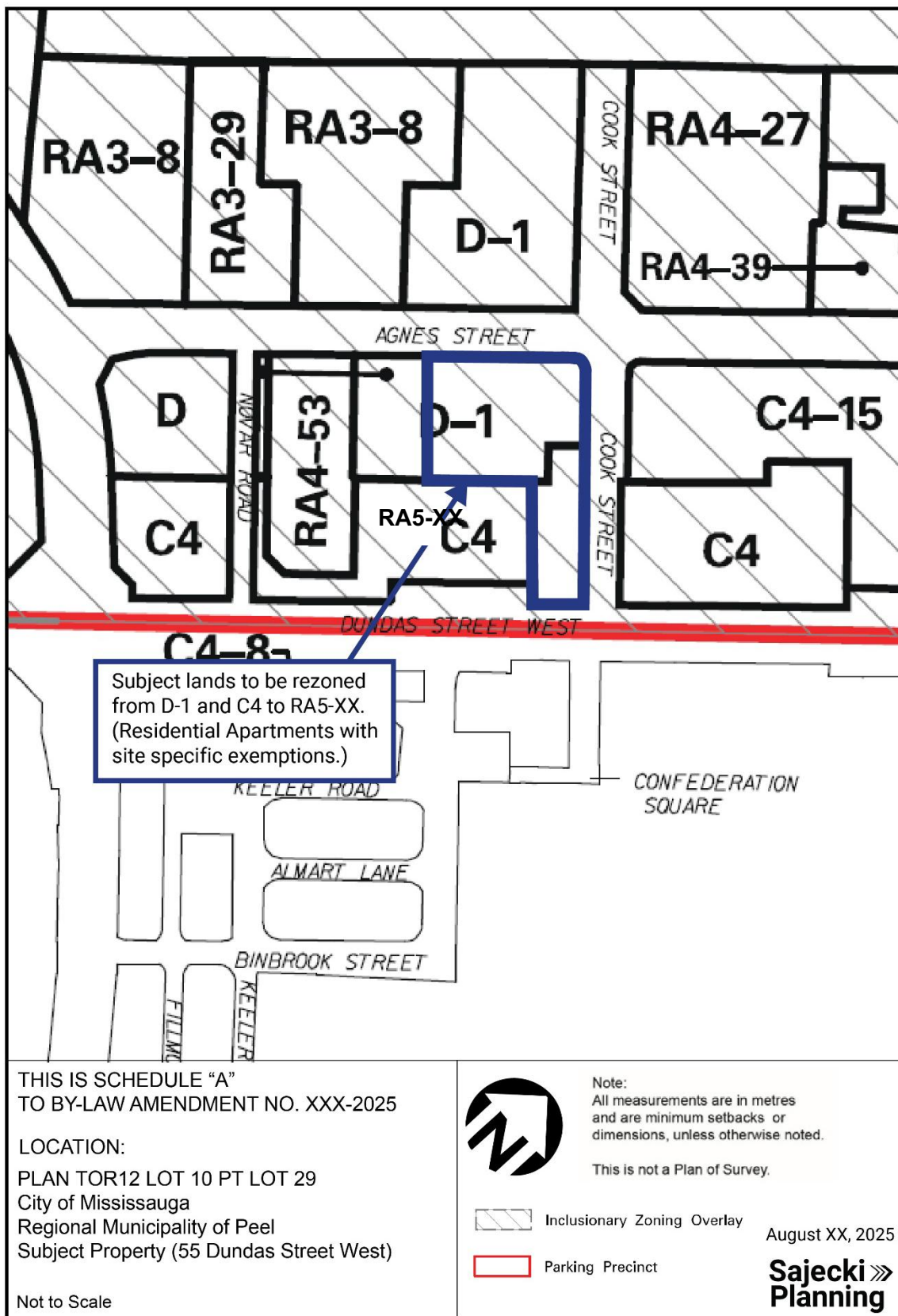
1. The lands subject to this By-law consist of PLAN TOR12 LOT 10 PT LOT 29, City of Mississauga, as shown on Schedule "A" attached hereto, and that Schedule "A" forms part of this By-law.
2. Map number 22 of "Schedule B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing "D-1" and "C4" to "RA5-XX", in the City of Mississauga, provided that the "RA5-XX" zoning shall only apply to the lands which are shown on the attached Schedule "A" outlined in the red line with the "RA5-XX" zoning indicated thereon;
3. The various heights, setbacks, stepback, and separation distances are reflected on Schedule "B".
4. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding Exception Table 4.15.6.XX and adding the following:

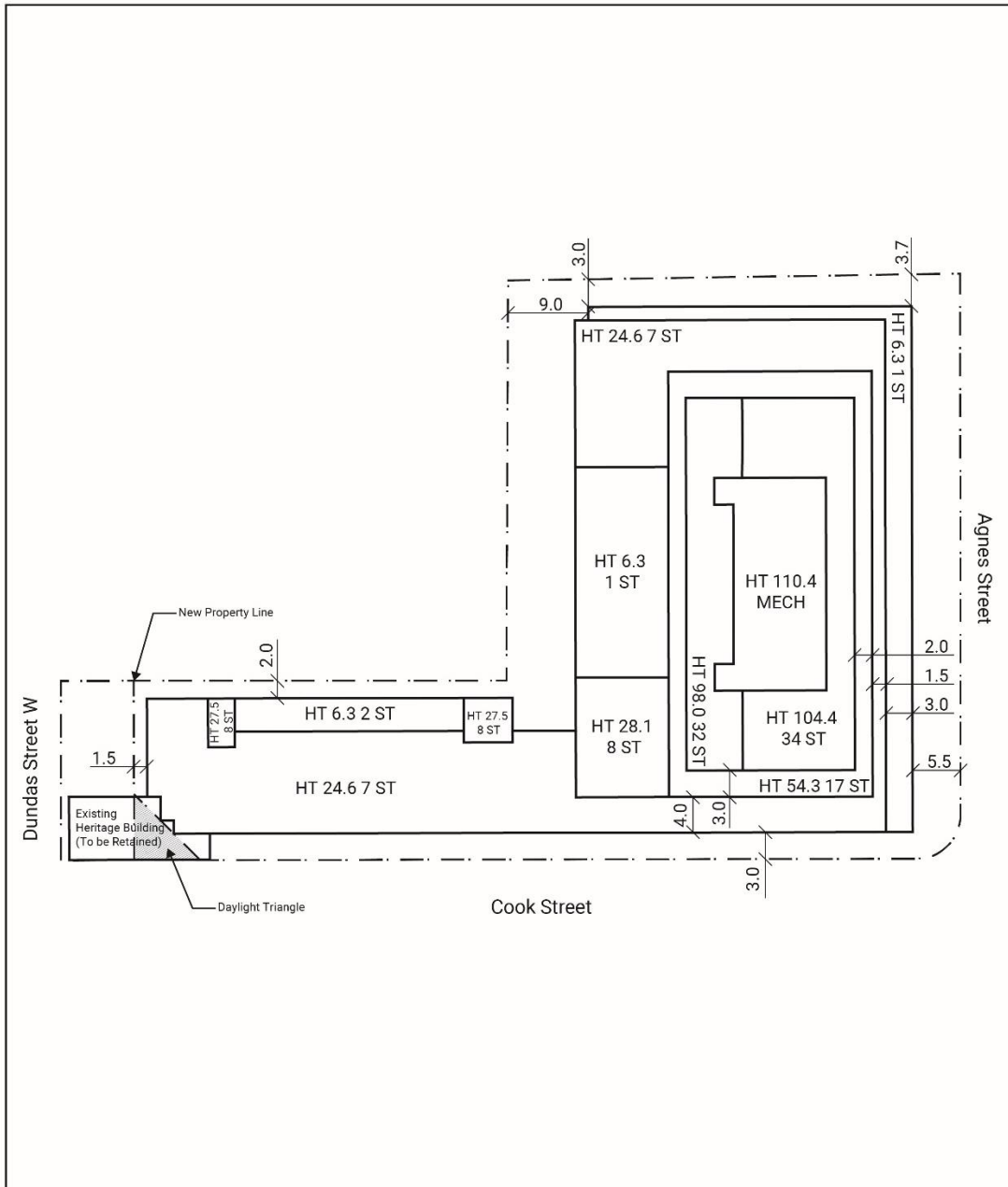
4.15.6.XX	Exception RA5-XX	Map #22	By-law: XXX-2025
In a RA5 zone the permitted uses and applicable regulations shall be as specified for a RA5 zone except that the following uses/regulations shall apply:			
Additional Permitted Uses			
4.15.6.XX.1	(1) Retail Store (2) Restaurant (3) Convenience Restaurant (4) Take-out Restaurant (5) Veterinary Clinic (6) Animal Care Establishment (7) Funeral Establishment (8) Service Establishment (9) Commercial School (10) Financial Institution (11) Medical Office (12) Office (13) Recreational Establishment (14) Entertainment Establishment (15) Private School (16) Day Care		

Zone Regulations		
4.15.6.XX.2	Maximum Floor Space Index- Apartment Zone	8.66
4.15.6.XX.3	Maximum Gross Floor Area - Apartment Zone per Storey for Each Storey Above 12 Storeys	1050 m ²
4.15.6.XX.4	Maximum Height	105 m and 34 storeys
	MINIMUM FRONT AND EXTERIOR SIDE YARDS	
4.15.6.XX.5	For that portion of the dwelling with a height less than or equal to 13.0 m	0 m
4.15.6.XX.6	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	1.5 m
4.15.6.XX.7	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	3 m
4.15.6.XX.8	For that portion of the dwelling with a height greater than 26.0 m	7 m
	MINIMUM REAR YARD	
4.15.6.XX.9	For that portion of the dwelling with a height less than or equal to 13.0 m	3 m
4.15.6.XX.10	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	3 m
4.15.6.XX.11	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	13 m
4.15.6.XX.12	For that portion of the dwelling with a height greater than 26.0 m	13 m
	PARKING, LOADING, SERVICING AREA AND PARKING STRUCTURES	
4.15.6.XX.13	Minimum number of resident parking spaces per apartment dwelling unit	109
4.15.6.XX.14	Minimum number of residential visitor and commercial parking spaces	104
	MINIMUM LANDSCAPED AREA, LANDSCAPED BUFFER AND AMENITY AREAS	
4.15.6.XX.15	Minimum Landscaped Area	22%
4.15.6.XX.16	Required Number of Loading Spaces for Apartment and/or Retirement Buildings One loading space per apartment and/or retirement building containing a minimum of 30 dwelling units , shall be required	1
4.15.6.XX.17	Required Number of Loading Spaces for Non-Residential Uses	1

	Greater than 2,350 m ² but less than or equal to 7,500 m ²	
4.15.4.X.X.18	All site development plans shall comply with Schedule RA5-XX of this Exception	

DRAFT





THIS IS SCHEDULE "B"
TO BY-LAW AMENDMENT NO. XXX-2025

LOCATION:

PLAN TOR12 LOT 10 PT LOT 29
City of Mississauga
Regional Municipality of Peel
Subject Property (55 Dundas Street West)

Not to Scale



Note:
All measurements are in metres
and are minimum setbacks or
dimensions, unless otherwise noted.

This is not a Plan of Survey.

August XX, 2025

Sajecki »
Planning

S|P

2025