



# Urban Design Study

**65 & 71 Agnes Street**  
City Of Mississauga

**Prepared For**  
65 Agnes Inc.

May 2022



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This Urban Design Study (UDS) has been prepared by Bousfields Inc., on behalf of 65 Agnes Inc., to describe and illustrate the urban design goals, objectives and analysis for a development application to amend the City of Mississauga Official Plan and Mississauga Zoning By-law No. 0225-2007, as amended. Located at the corner of Agnes Street and Cook Street - municipally known as 65 – 71 Agnes Street (hereafter referred to as the “Subject Site”) - the proposed development will comprise of a residential building at 29-storeys in height generating 379 residential units. Overall, the development will produce a gross floor area of 23,328 square metres (above grade) with a resulting Floor Space Index (FSI) of approximately 6.47 times the lot area.



# Introduction



1.0 Introduction

This Urban Design Study (UDS) has been prepared by Bousfields Inc., on behalf of 65 Agnes Inc., to describe and illustrate the urban design goals, objectives and analysis for a development application to amend the City of Mississauga Official Plan and Mississauga Zoning By-law No. 0225-2007, as amended. Located at the corner of Agnes Street and Cook Street - municipally known as 65 – 71 Agnes Street (hereafter referred to as the "Subject Site") - the proposed development will comprise of a residential building at 29-storeys in height generating 379 residential units. Overall, the development will produce a gross floor area of 23,328 square metres (above grade) with a resulting Floor Space Index (FSI) of approximately 6.47 times the lot area.

The following UDS is a companion document that should be read in conjunction with the Planning Justification Report (also prepared by Bousfields Inc.), architectural plans (prepared by Sweeny &Co Architects Inc.) and other accompanying reports. It is our opinion that the built form of this proposed development represents good urban design, supports current – Cooksville GO Station – and incoming transit infrastructure along Hurontario Street and Dundas Street East, and positively contributes to the enhancement of the existing and planned character of Downtown Cooksville.

Figure 1 - Area Context





1.1 Goals and Objectives

The Subject Site is envisioned as an attractive transit-supportive residential development that will help urbanize Agnes Street and Cook Street, contribute to Downtown Cooksville’s existing vibrant and diverse urban neighbourhood, and reflect the overall future vision of intensification within Downtown Cooksville. The proposed building will provide an 8-storey podium building that steps down to a 6-storey base element designed to appropriately frame Agnes Street and Cooks Street and to limit any unwanted built form impacts on adjacent properties. The design will feature generous landscaping along both street frontages to establish a more pedestrian-oriented environment. The proposed 29-storey tower element will reflect the emerging built form pattern of taller, higher density developments within Downtown Cooksville, and support existing and planned public transit initiatives such as the Hurontario Light Rail Transit (LRT), proposed Bus Rapid Transit (BRT) along the Dundas Street corridor and Cooksville GO Station.

In support of the City of Mississauga’s policies and guidelines for Downtown Cooksville, the proposal appropriately considers the following objectives:



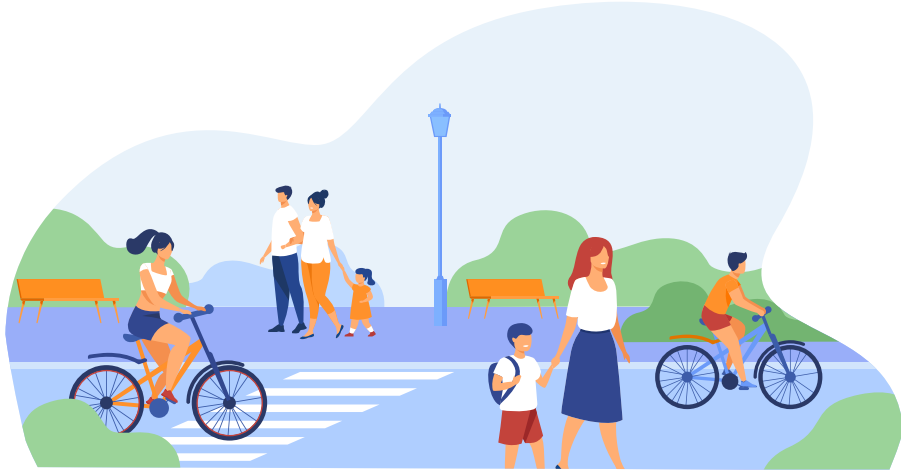
(1) Support Existing and Planned Transit Infrastructure

- Introduce densities that will support the surrounding transportation context – i.e. Cooksville GO Station, the future Hurontario Light Rail Transit (LRT) and the proposed Bus Rapid Transit (BRT) along the Dundas Street corridor.



(2) Maintain Compatibility and Respect and Connect the Surrounding Context

- Propose a building height that reflects the emerging built form pattern of taller, higher density developments within Downtown Cooksville.
- Reduce impacts of overlook and shadowing on the existing residential context and T.L. Kennedy Secondary School Yard by incorporating appropriate transitions in height and articulation to the proposed building.



(3) Create a Positive Pedestrian Experience at Ground Level

- Provide an appropriate street wall height to promote a positive pedestrian-scaled experience at the ground level.
- Incorporate active residential uses and transparent material at the ground level to animate and enhance the character of the adjacent public realm.
- Minimize the appearance of, and internalize, vehicular and servicing areas to reduce their presence along the street.





Subject Site looking west (65 Agnes Street)



Subject Site looking west (Vacant Land - 71 Agnes Street)

## 1.2 Analysis of the Existing Site and Neighbourhood

### 1.2.1 Subject Site

This Subject Site, located at 65-71 Agnes Street, is situated on the northwest corner of Agnes Street and Cook Street – approximately 250 metres from the Hurontario Street and Dundas Street intersection, and approximately 400 metres Cooksville GO Station. The site is generally rectangular in shape, comprising of an area of 3,607 square metres. It has frontages of approximately 71.0 metres along Agnes Street and 50.5 metres along Cook Street.

The Subject Site is currently occupied by single family dwellings at both 65 Agnes Street and 71 Agnes Street. 71 Agnes Street is also comprised of two vacant lots, formerly known as 75 and 79 Agnes Street. The building at 65 Agnes Street is set back approximately 12.29 metres from the front lot line along Agnes Street, 6.12 metres from the east lot line abutting Cook Street and 1.63 metres from the west lot line abutting the property at 71 Agnes Street. 65 Agnes Street can be accessed via a driveway from both Agnes Street and Cook Street. The building at 71 Agnes Street is set back approximately 12.48 metres from the front lot line along Agnes Street, 1.19 metres from the east lot line abutting the property at 65 Agnes Street and 43.73 metres from the west lot line abutting the property at 99 Agnes Street. 65 Agnes can be accessed via a driveway off Agnes Street.



Figure 2 - Site Context





Vacant land at 45 Agnes Street



3060 Cook Street

### 1.2.2 Immediate Area

To the immediate east of the site, at the northeast corner of Cooks Street and Agnes Street is a vacant parcel of land (45 Agnes Street). On December 9th, 2020, an Official Plan Amendment (OPA 70, By-law 0302-2020) and Zoning By-law Amendment (0303-2020) were approved to permit a 28-storey residential apartment building consisting of 282 rental units and 520 square metres of commercial floor space (MW Condo). To the north of the vacant parcel are 27 3-storey townhouse units (43 Agnes Street and 3060-3072 Cook Street). South of the vacant parcel is a large parking lot servicing a 3-storey commercial plaza, Cooksville Colonnade (3024 Hurontario Street). The plaza offers a diverse set of retail and office uses and contains the Cooksville Branch Library, . East of the vacant parcel (25 Agnes Street) is a 13-storey mixed-use building consisting of 97 units with surface parking on the north side of the property (Waterford Condominiums).

To the immediate north of the Subject Site is a 1-storey single-family dwelling fronting Cook Street that includes a detached garage at the rear of the property and driveway access from Cook Street (3060 Cooke Street). It maintains a 1.35 metre setback (side yard) from the Subject Site. North of 3060 Cook Street are two 1-storey single family dwellings with frontages along Cooke Street, detached garages in the rear of the properties and driveways off Cook Street (3066 and 3072 Cook Street). Further north of the Subject Site is TL Kennedy Secondary School - a public high school with surface parking accessible via a driveway from Cook Street and Hurontario Street. It consists of a laneway that leads to additional surface parking to the north of the property, portable classrooms and a soccer and football field located northwest of the Subject Site. Pedestrian access points to the high school are from Hurontario Street to the east, Hillcrest Avenue to the north and Cook Street to the south. Further north, approximately 400 metres away from the Subject Site, is Cooksville GO Transit station. West of the GO station are four apartment buildings - each at 22-storeys in height.

To the immediate west of the Subject Site are several apartment buildings. This includes: The Embassy - a 10-storey, 119 unit apartment building (99 Agnes Street); and Surveyor's Point - 12-storey, 158 unit apartment building (111 Agnes Street). Both buildings have underground and surface parking with driveway access from Agnes Street. The Royal Towers - a 10-storey, 128 unit apartment building (121 Agnes Street) with underground parking - has driveway access from Confederation Parkway, and surface parking with access from Agnes Street. Further northwest of the Subject Site is Sergeant David Yakichuk Park – a park which is bordered by the property line of 121 Agnes Street alongside Confederation Parkway, Hillcrest Avenue and the property lines of TL Kennedy Secondary School.

To the immediate south of the Subject Site, on the south side of Agnes Street are a number of single-storey single family dwellings (66 to 70 Agnes Street) and other converted dwellings for commercial purposes (60, 78 and 84 Agnes Street). South of these properties, fronting the north side of Dundas Street West, are commercial plazas with heights ranging between 1 - 3 storeys. Further west, on the north side of Dundas Street West, are properties municipally known as 85-95 Dundas Street West and 98 Agnes Street that are approved to permit an 18-storey mixed-use building (known as Artform Condos).



99 Agnes Street



66 Agnes Street



1.2.3 Surrounding Area Context

The Subject Site is located in the Downtown Cooksville Character area of the City of Mississauga. The Downtown Cooksville area is generally bounded by the Canadian Pacific rail (CPR) corridor to the north, Camilla Road/Kirwin Avenue to the east, King Street East to the south, and Confederation Parkway to the west. Downtown Cooksville is focused along the Hurontario Street corridor - one of the primary north-south transportation spines in the City of Mississauga. Downtown Cooksville is located approximately halfway between the Queen Elizabeth Way (QEW) Highway to the south and the high-rise towers in the Downtown Mississauga to the north - surrounding the Square One shopping centre.

The Downtown Cooksville area, along Agnes Street and Hurontario Street, is generally characterized by low and mid-rise residential development - with nearby commercial plazas with retail and office uses. The wider area of Downtown Cooksville includes several high-rise towers with existing heights that range up to 22- storeys, approved heights up to 28-storeys and proposed heights ranging up to 35-storeys. Low-rise residential neighbourhoods are generally located to the west of Confederation Parkway - beyond the Downtown Cooksville Area boundaries. Additionally, Cooksville Creek flows through the southeast portion of the Downtown Cooksville area in a north-south direction.

Downtown Cooksville is poised to receive significant new transit investment. The Subject Site is located approximately 270 metres from the intersection of Hurontario Street and Dundas Street East. The Dundas stop on the new Hurontario Light Rail Transit (LRT) line will be constructed at this intersection, with expected completion in Fall 2024. The Dundas Bus Rapid Transit (BRT) line, which is currently in initial planning stages, is expected to run along the Dundas Street corridor and will interchange with the LRT at this intersection, with an additional planned stop at the corner of Confederation Parkway and Dundas Street West. The site is also within an approximate 400 metre radius of the Cooksville GO Station to the north (representing an approximate 9-minute walk), which is identified as a Mobility Hub in the Metrolinx 2041 Regional Transportation Plan.

Given the emerging policy context of the area – resulting from extensive existing and planned transit infrastructure that will serve the Downtown Cooksville—there are several proposed, approved and/or recently constructed developments within the vicinity of the subject site. These developments are summarised below:

- A

45 Agnes Street  
28-Storeys  
(Approved)
- B

86-90 Dundas Street East  
18-Storeys  
(Approved)
- C

3085 Hurontario Street  
9-to 35-Storeys  
(Proposed)
- D

86-90 Dundas Street East  
16-Storeys  
(Under Construction)
- E

3032 Kirwin Avenue  
8-Storeys  
(Proposed)
- F

189 Dundas Street West  
18-to 32-Storeys  
(Proposed)



Figure 3 - View Looking North - Surrounding Area Context



1.2.4 Site Topography, Natural Features, Parks and Vegetation

The Subject Site is within close proximity to multiple public parks and open spaces including Sgt David Yakichuk Park, located approximately 250 metres to the west, and John C. Price Park, approximately 500 metres to the east. Cooksville Creek Trail system connects to John C. Price Park and runs alongside the watercourse, offering connections to numerous other parks with a range of outdoor activities.

In terms of grading and vegetation, the Subject Site is relatively flat - with a gradual change in grade from east to west. As described in the accompanying Arborist Report and Tree Protection Plan carried out by the Urban Forest Associates Inc., a total of 32 trees are located in proximity, or within, the Subject Site. Many of these trees are located along the northern and western edge of the site - adjacent to the surrounding residential properties and associated with the apartment building on the neighbouring property.

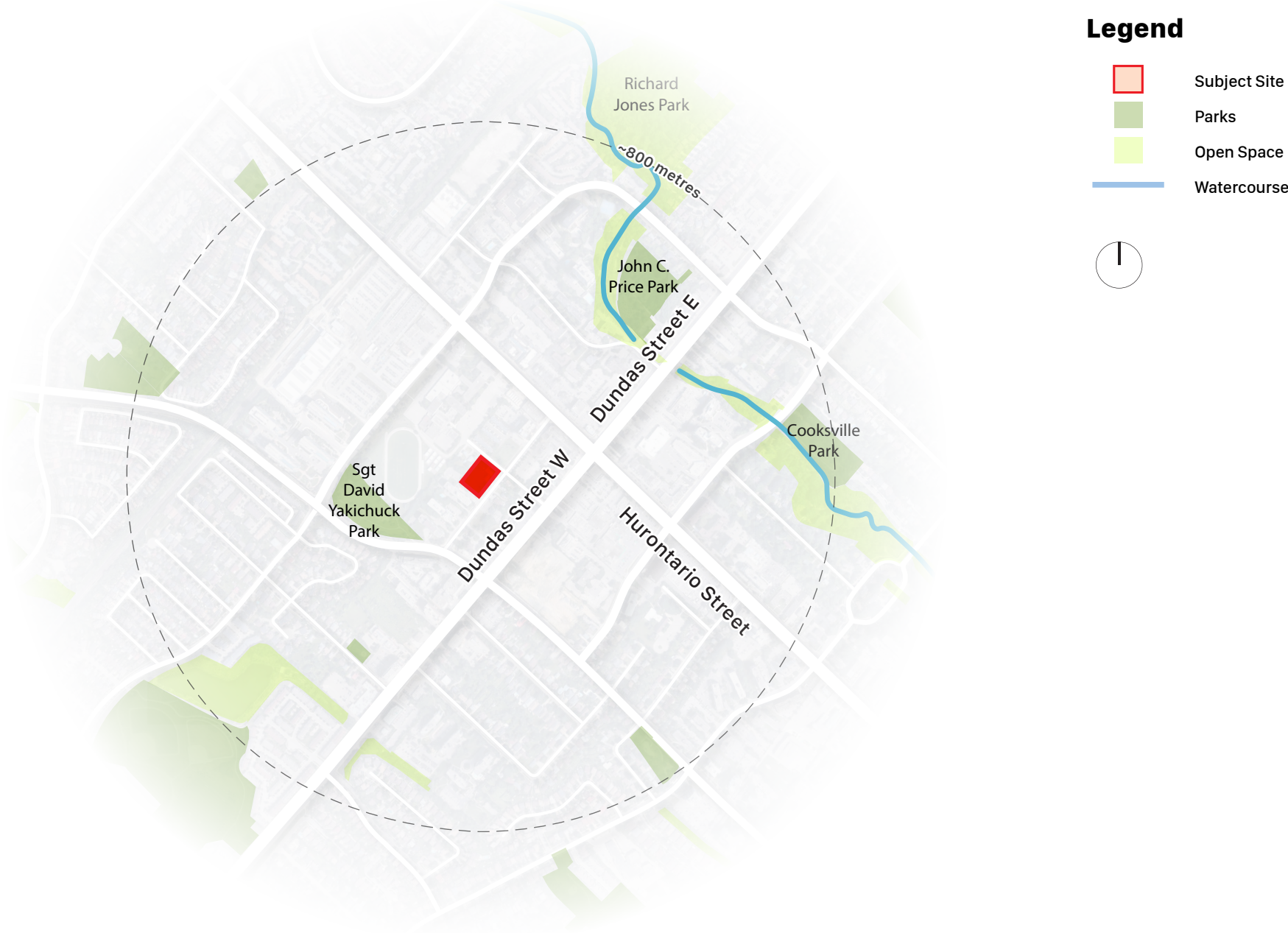


Figure 4 - Site Topography, Natural Features, Parks and Vegetation

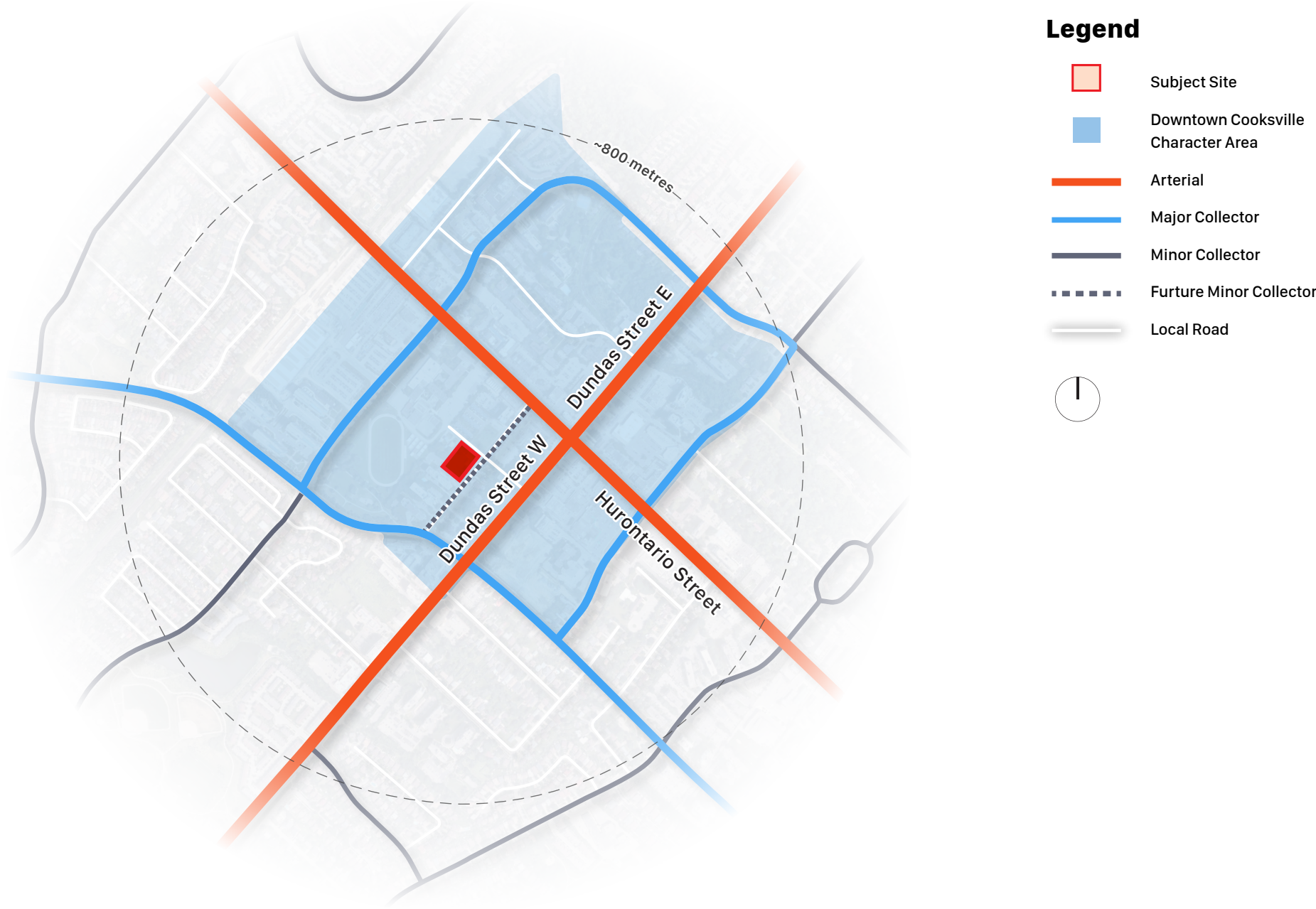
1.2.5 Transportation Context

Road Network

The Subject Site is located along Agnes Street, a two-way street identified as a Future Minor Collector (Schedules 5 of the Mississauga Official Plan) connecting Hurontario Street and Confederation Parkway. The Subject Site is well connected to Mississauga’s and the Region of Peel’s road network, as it is located approximately 175 metres from Hurontario Street, and connects to several major highways, including 407 Express Toll Route, Ontario 401 Express, Highway 403, and Queen Elizabeth Way (QEW). Hurontario Street – a major north-south thoroughfare running from Steeles Avenue West in Brampton, to Lakeshore Road East in Port Credit – is identified as Downtown Intensification Corridor (Schedule 2 of the Mississauga Official Plan) and is an Arterial Road with a designated right-of-way width of 35 metres (Schedules 5 and 8 of the Mississauga Official Plan).

Additionally, the Subject Site is located approximately 120 metres from Dundas Street West, a major road that runs from Kingston Road in Toronto, through Mississauga, to Highway 6 in Waterdown. Dundas Street is identified as an Intensification Corridor (Schedule 2 of the Mississauga Official Plan) and is an Arterial Road with a designated right-of-way width of 42 metres (Schedules 5 and 8 of the Mississauga Official Plan).

Figure 5 - Road Network





Transit Network

The Subject Site is located approximately 500 metres from Cooksville GO Station (representing a 9-minute walk). The Cooksville GO Station is on GO Transit’s Milton Line regional commuter rail service, which operates between Milton and Union Station. It also serves additional MiWay routes that provide connections to Port Credit GO Station, Square One GO Bus Terminal and TTC services at Sherway Gardens Terminal in Etobicoke.

Additionally, the Subject Site is located approximately 250 metres from the intersection of Dundas Street West and Hurontario Street. This intersection will be an interchange for the planned Dundas BRT and under-construction Hurontario Light Rail Transit (LRT). Once complete, the Hurontario LRT will run north-south in a dedicated lane from the Port Credit GO Station (along the Lakeshore West line) to the Brampton Gateway Terminal. The Hurontario LRT will provide connections to Züm (Brampton Transit’s Bus Rapid Transit service), Cooksville GO Station along the Milton Line and the City Centre Station which connects to Miway – Mississauga’s Transit System. The Hurontario LRT project is expected to be completed in 2024.

Currently, the Subject Site is serviced by a number of MiWay public transit bus routes. Along Dundas Street, MiWay Route 1 (Dundas) and Route 101 (Dundas Express) provide connections to Kipling Station in Etobicoke and U of T Mississauga Campus.

Along Hurontario Street, MiWay Route 2 (Hurontario) and Route 103 (Hurontario Express) provide connections to Port Credit GO Station, City Centre Transit Terminal at Square One Shopping Centre, Trillium Health Partners Hospital and the Brampton Gateway Terminal. These routes have key stops at the intersection of Dundas Street East and Hurontario Street that are easily accessible from the Subject Site.

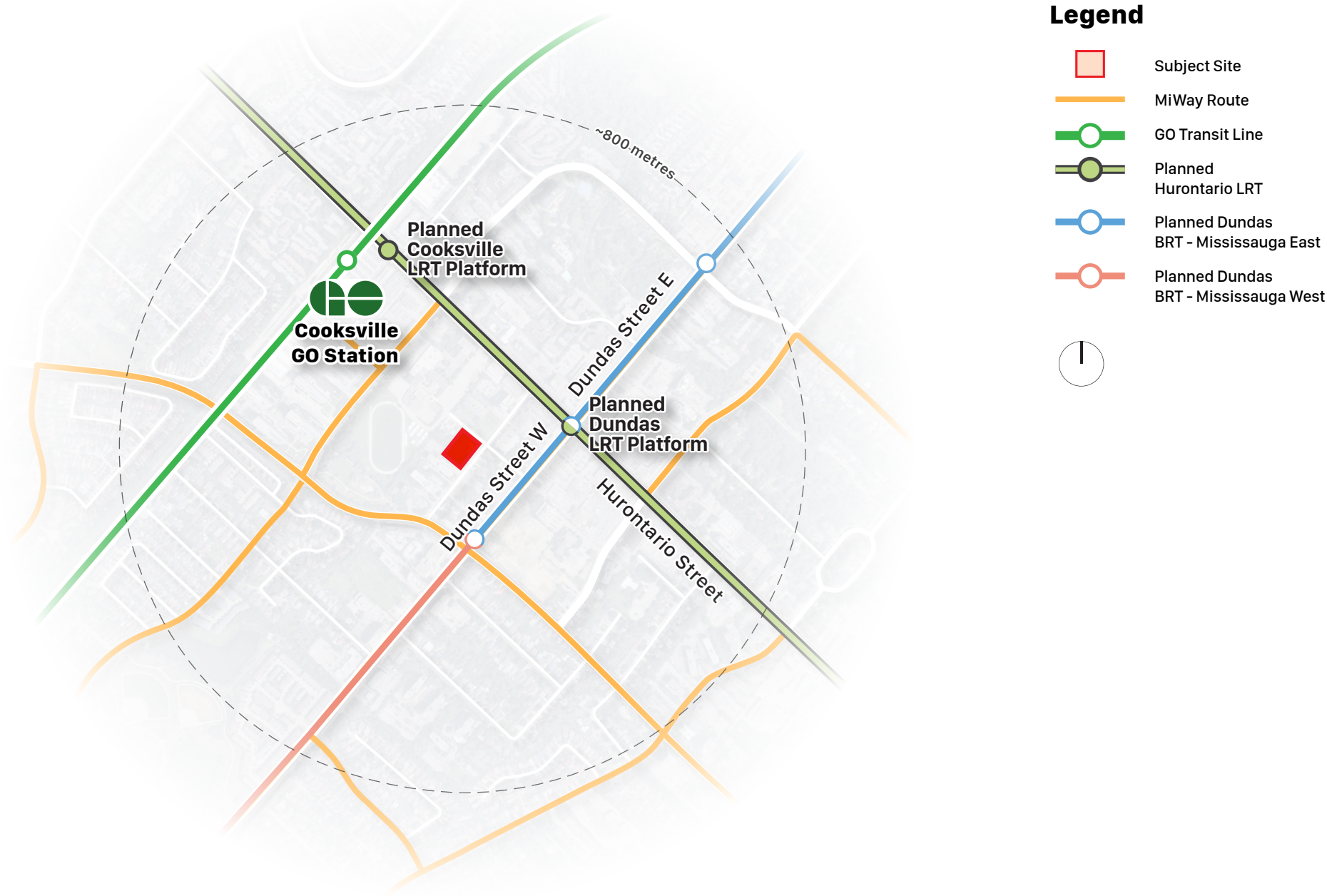


Figure 6 - Transit Network



# 2

## Analysis of the Proposed Development

### 2.1 Site Design

The proposed development consists of a residential apartment building with a height of 29-storeys. The building contemplates an 8-storey podium, that steps down to 6-storeys, to appropriately frame both Agnes Street and Cooks Street. Overall, the building contains a total of 379 dwelling units and generates a total gross floor area of 23,328 square metres - resulting in a density of 6.47 times the area of the lot.



Figure 7 - View Looking West - Existing Site Condition

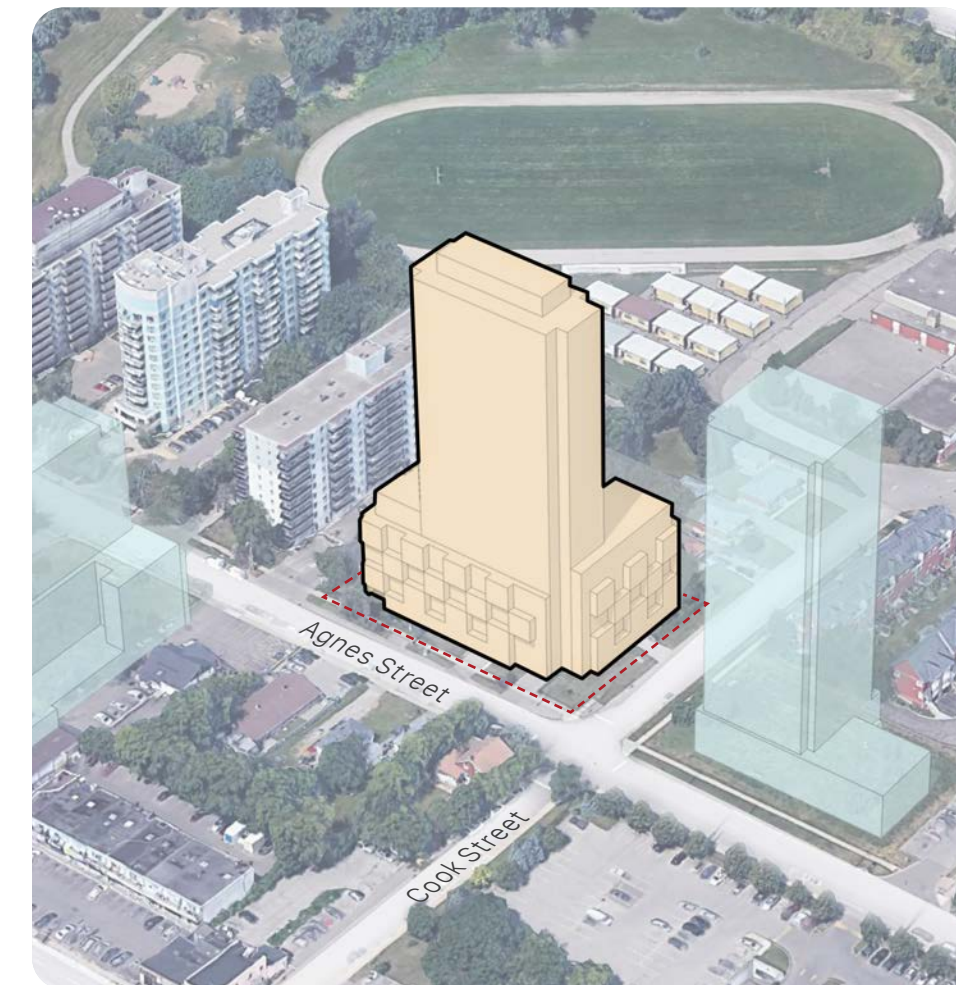



Figure 8 - View Looking West - Proposed Development

Legend  Subject Site  Proposed Development  Approved Developments



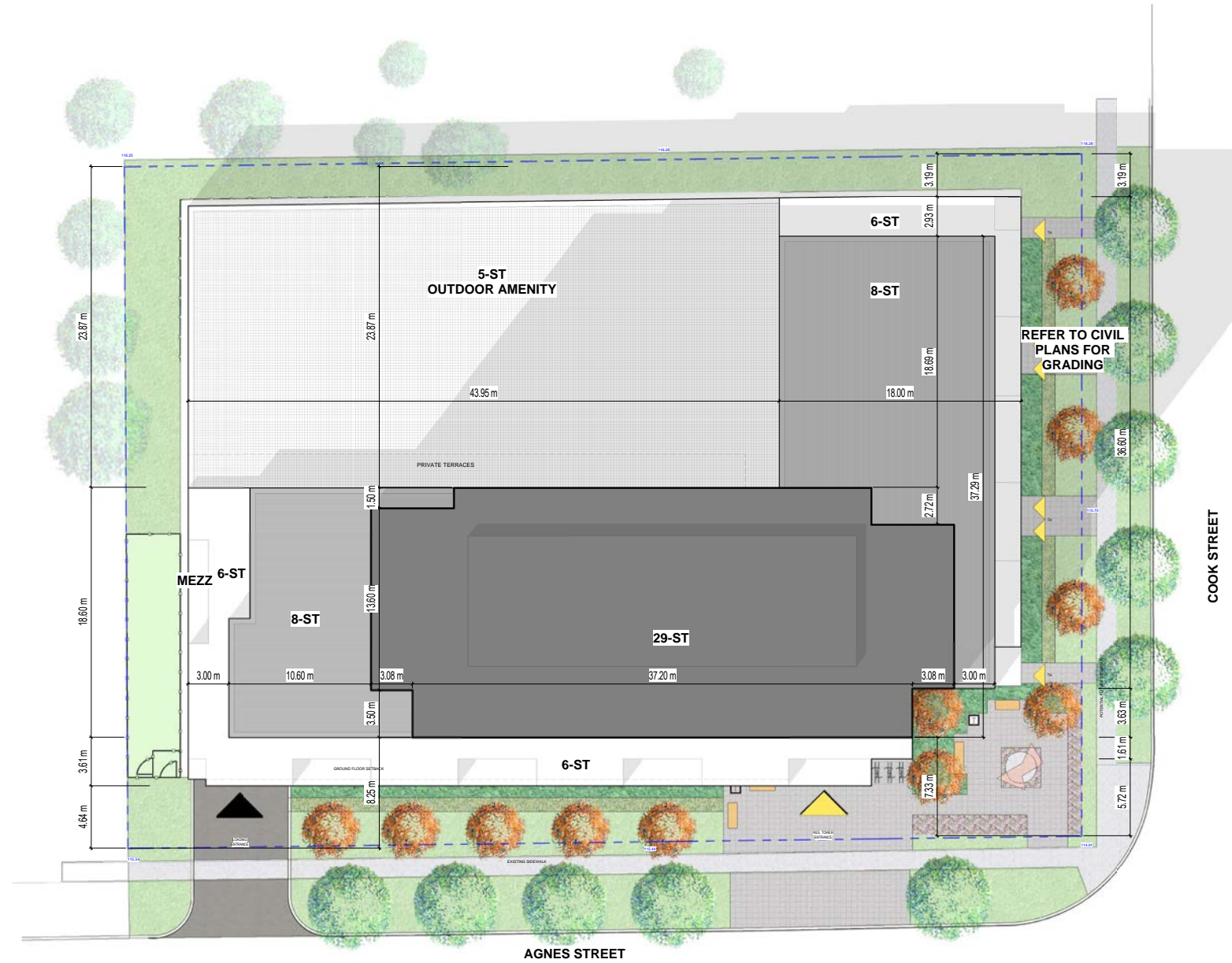


Figure 9 - Site Plan (Prepared by Sweeny & Co Architects Inc.)

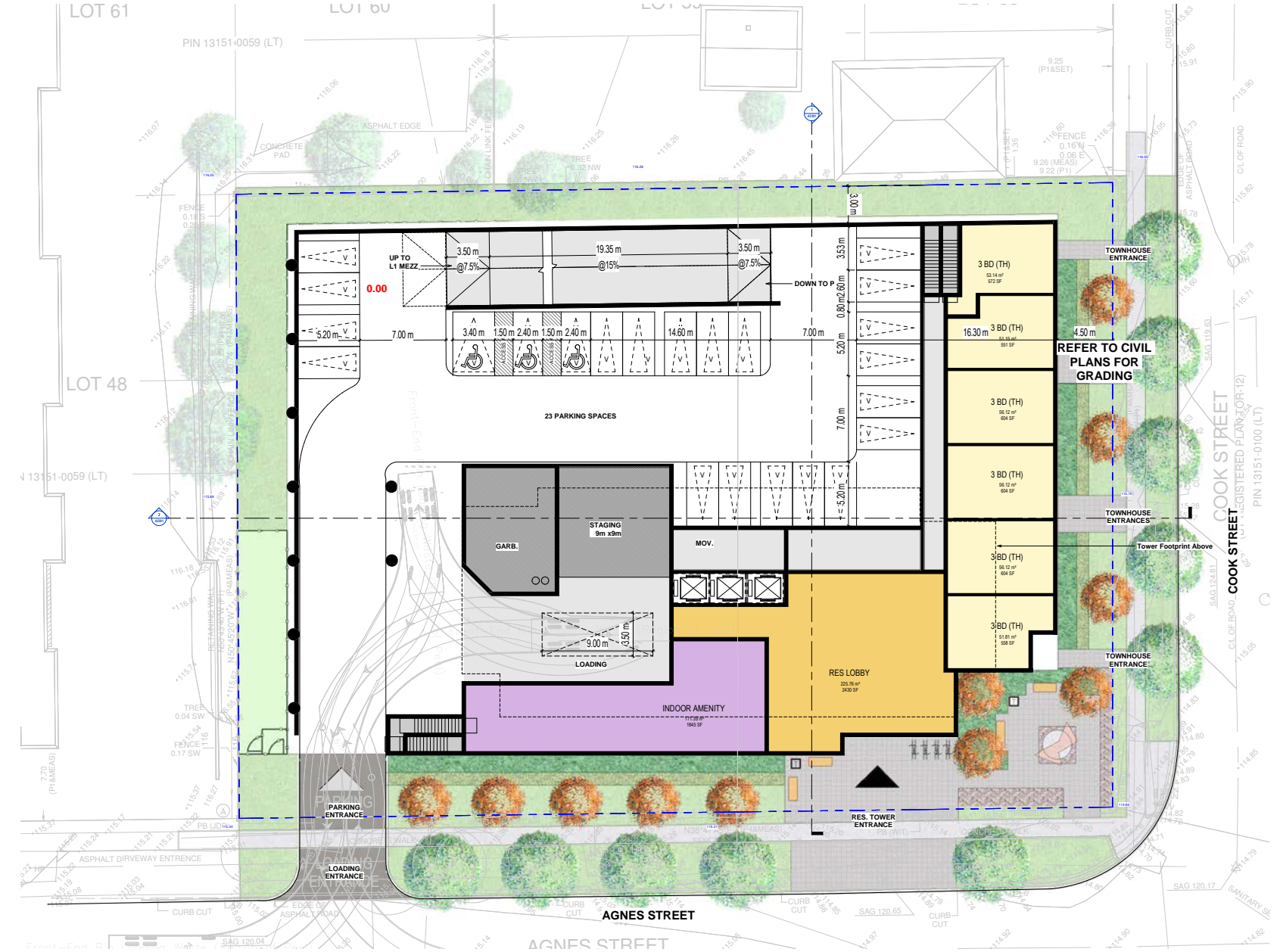


Figure 10 - Ground Floor Plan (Prepared by Sweeny & Co Architects Inc.)



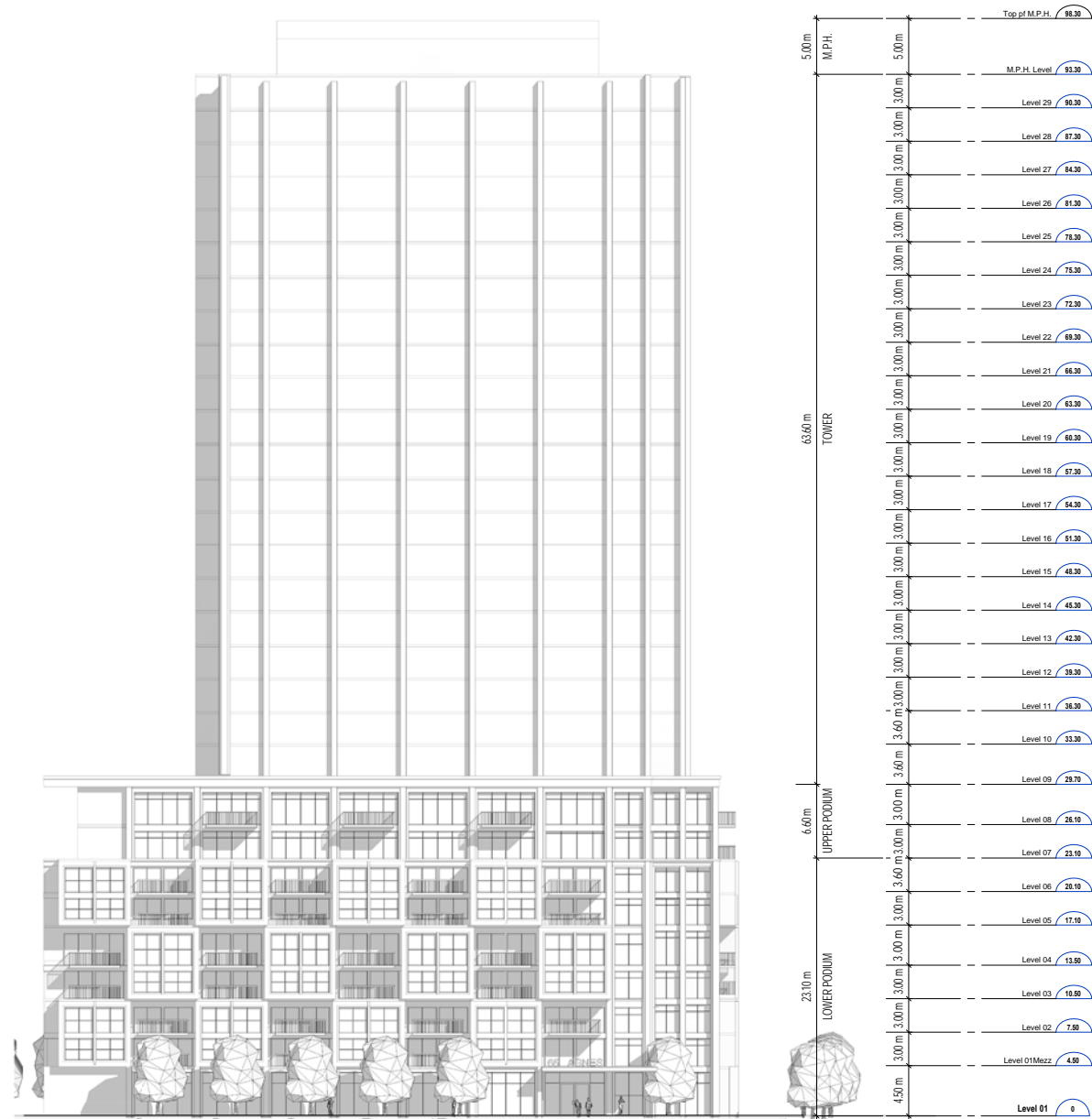


Figure 11 - South Elevation (Prepared by Sweeny & Co Architects Inc.)

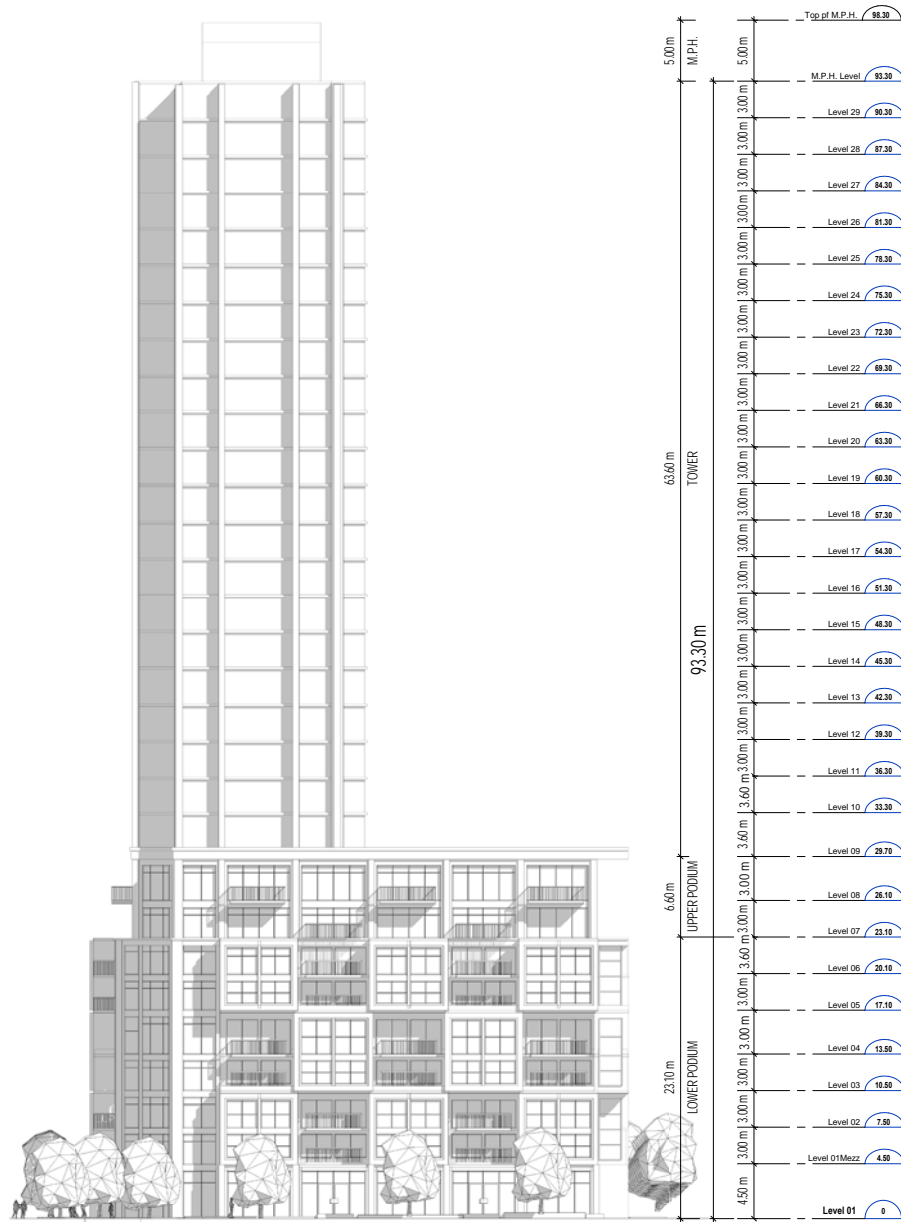


Figure 12 - East Elevation (Prepared by Sweeny & Co Architects Inc.)

Table 1 - Key Statistics

Standard	Proposed
Site Area	3,607 square metres
Gross Floor Area Proposed Residential	23,328 square metres
Total Proposed	23,328 square metres
Floor Space Index	6.47
Building Height	29 storeys / 93.30 metres (excl. MPH)
Unit Mix	
One-Bedroom	270 units (71.2%)
Two-Bedroom	98 units (25.8%)
Three-Bedroom/Townhouse Units	11 units (3.0%)
Total Dwelling Units	379 units (100%)
Amenity Space	
Indoor	395 square metres
Outdoor	829.3 square metres
Total Amenity Space	1,224.3 square metres
Car Parking Spaces	
Resident	355 spaces
Visitor	57 spaces
Total Parking Spaces	412 spaces
Bicycle Parking Spaces	
Long Term	229 spaces
Short Term	19 spaces
Total Bicycle Parking Spaces	248 spaces
Loading Space	1 space



2.1.1 Organization of Site Elements

The Subject Site is organized in response to several contextual considerations, including:

- The location of the site at the corner of Agnes Street and Cook Street;
- The area and shape of the site - specifically, the overall width and depth; and
- The existing and emerging built form context of the surrounding area.

Given the shape, area and location of the site at the corner of Agnes Street and Cook Street, the residential portion of the building podium is orientated as an 'L' shape fronting onto Agnes Street and Cook Street. The shape, area, and orientation allows for the introduction of a 5-storey above grade parking structure that is integrated into the podium, accessed from Anges Street. In order to conceal its presence from the street, the parking structure is wrapped by the residential uses within the building podium.

As mentioned, the proposed development introduces an 8-storey podium, stepping down to 6-storeys, that frames both Agnes Street and Cook Street with good proportion that relates to the adjacent street right-of-way widths. At grade, the primary entrances for the integral townhouse units front directly onto Cook Street to help animate the public realm. In addition, a large forecourt space incorporating a variety of amenities has been provided at the corner Agnes Street and Cook Street, which will help provide prominence at corner and accentuate the main entrance to the building. The podium is set back a minimum 3.7 metres from the property line along Agnes Street - creating an overall setback of approximately 11.2 metres (at a minimum) from the public street curb to the building façade. The proposal also incorporates a setback of 4.5 metres from Cook Street - generating a total building setback of 9.8 metres from the public street curb. These setbacks provide opportunities for landscaping to enhance the visual aesthetic of each street frontage. Moreover, the setbacks minimize the perception of height and mass along both street frontages, while still providing a defined street wall condition.

The tower element has been designed with a slender floorplate of 758.42 square metres of gross construction area (GCA) to help minimize shadow and wind impacts on the surrounding context. The tower is positioned to have its main frontage along Agnes street - incorporating a significant setback of 23.9 metres from the rear property line to provide an appropriate separation distance from the existing dwellings and potential development that may occur in the future. The tower is also setback 18.11 metres from the west property line to ensure appropriate separation distances are maintained with the adjacent residential apartment on the neighbouring property.

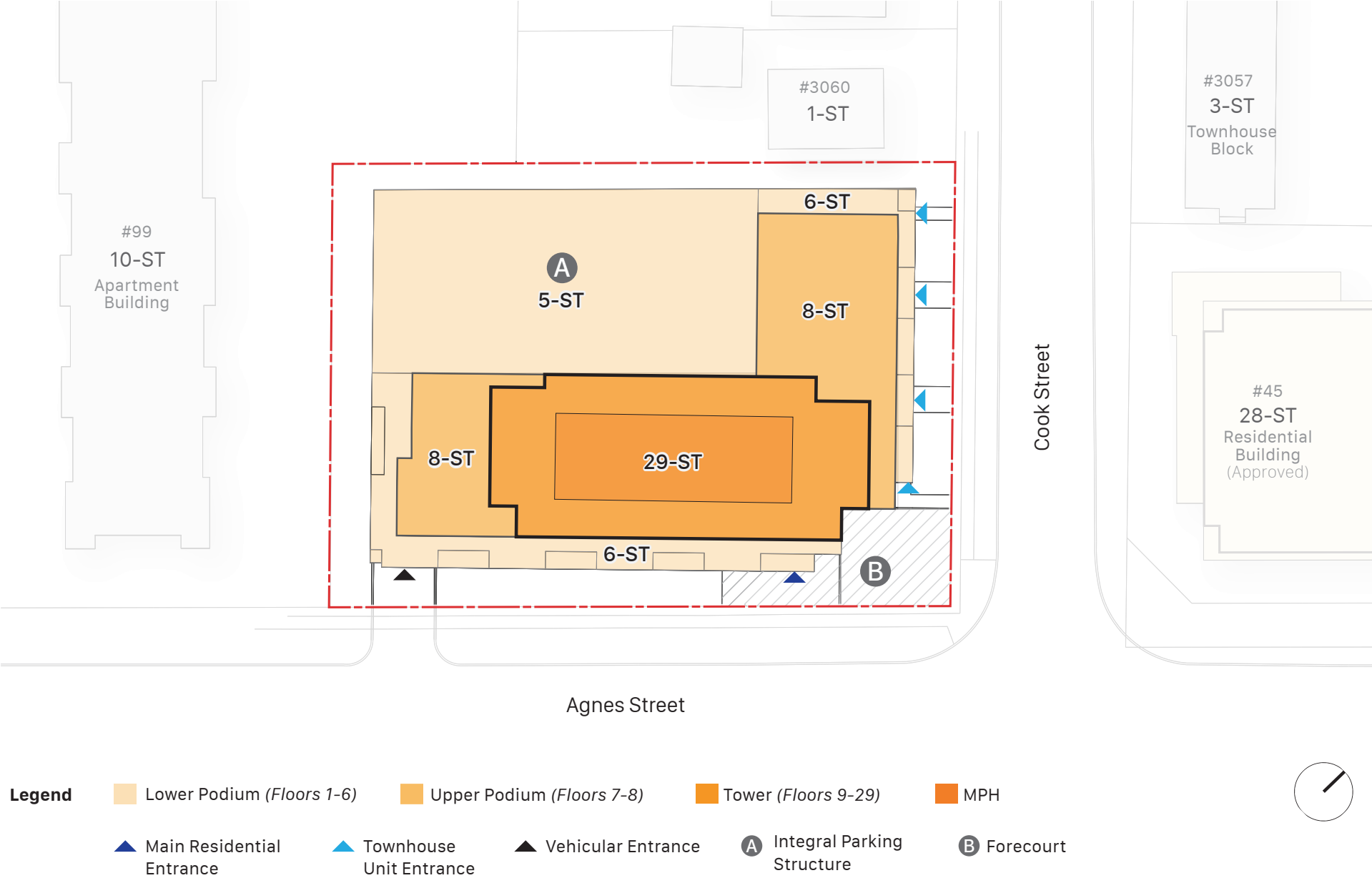


Figure 13 - Site Organization



2.1.2 Public Realm

The proposal intends on improving the existing pedestrian experience at the corner of, and along both, Agnes Street and Cook Street. Integral at-grade townhouses along Cook Street will animate the streetscape frontage and complement the existing townhouse units to the north. Additionally, the proposal positions indoor amenity space on the ground floor, fronting Agnes Street, to provide additional animation onto the street.

Proposed landscape plantings will enhance the streetscape aesthetic surrounding of the Subject Site and help soften the surrounding urban environment. A forecourt will front the main residential lobby entrance and provide direct access to the public sidewalk. This forecourt space will serve as a spill-out area and feature benches and public artwork to enhance the use of the space, contribute to the surrounding sense of identity, and animate the corner Agnes Street and Cook Street.

As demonstrated in Figure 14, a tree hierarchy has been introduced along both streets. Large canopied trees line the boulevards between the roadway and the sidewalk to help improve pedestrian comfort and reduce conflicts between vehicles and pedestrians. Smaller trees and shrubs have been placed at strategic locations within the property boundary, to help differentiate between public and private areas. Trees and shrubs are evenly spaced along both frontages, and use incorporate a variety of species for diversity and interest.

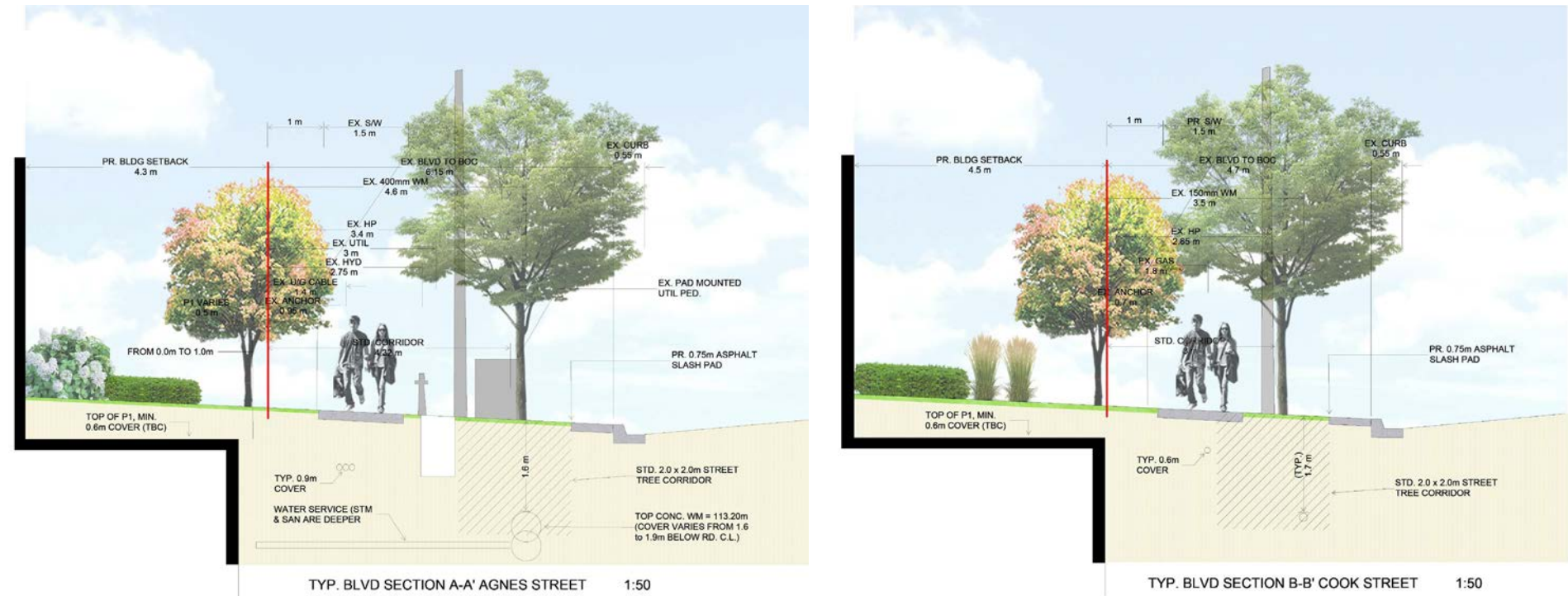


Figure 14 - Street Sections (Prepared by MTE and MHBC)



Figure 15 - Proposal Rendering - View From Agnes Street (Prepared by Sweeny & Co Architects Inc.)







2.2 Built Form and Uses

The proposal has been designed to reflect Downtown Cooksville’s planned revitalization through intensification, transit infrastructure investment and redevelopment. The design approach for the proposed development is to create an architectural form that enhances the future design quality of the area, while remaining sensitive to the existing surrounding environment.

2.2.1 Building Setbacks and Orientation

The proposed development has been designed with regard for the surrounding context - framing Agnes Street and Cook Street at an appropriate scale that relates to the adjacent street right-of- way widths and facilitating a comfortable pedestrian environment towards public realm. The building is proposed to be sufficiently set back from each street to provide room for pedestrian amenities and landscape features within the private and public realm. The 6- to 8-storey podium is set back a minimum 3.7 metres from the Agnes Street property line - generating an approximate building setback of, at a minimum, 11.2 metres from the public street curb. The proposal also incorporates a setback of 4.5 metres from Cook Street - generating a total building setback of 9.8 metres from the public street curb.

The building podium is setback at a minimum of 3.0 metres from the north lot. Above Floor 6, the podium steps back 2.9 metres to provide additional transition to the existing low rise residential dwellings, or potential future development. The podium is set back a minimum of 4.5 metres from the west lot line, and is set back approximately 17.5 metres from the eastern façade of the existing 10-storey apartment building at 99 Agnes Street, to limit impacts to light, view and privacy. Above Floor 6, the podium steps back 3.0 metres to 4.6 metres to provide additional articulation.

From Levels 9-29, the tower element will have a floorplate of 758.42 square metres of GCA. The tower is set back above the podium 5.0 metres on Cook Street and 3.6 metres on Agnes Street to create a discernible break between both elements and minimize the perception of height. The tower element will be rectangular in shape, with an east-west dimension of 26.62 metres, and a north south dimension of 29.82 metres. The tower provides appropriate setbacks from adjacent lots to minimize shadow and wind impacts on the surrounding context. With respect to the existing low-rise residential character on the lots directly north of the Subject Site, the tower is primarily oriented towards Agnes Street and has been setback 23.9 metres from the northern property line in order to provide a clear separation distance from the existing dwellings, or potential development that may be contemplated in the future.

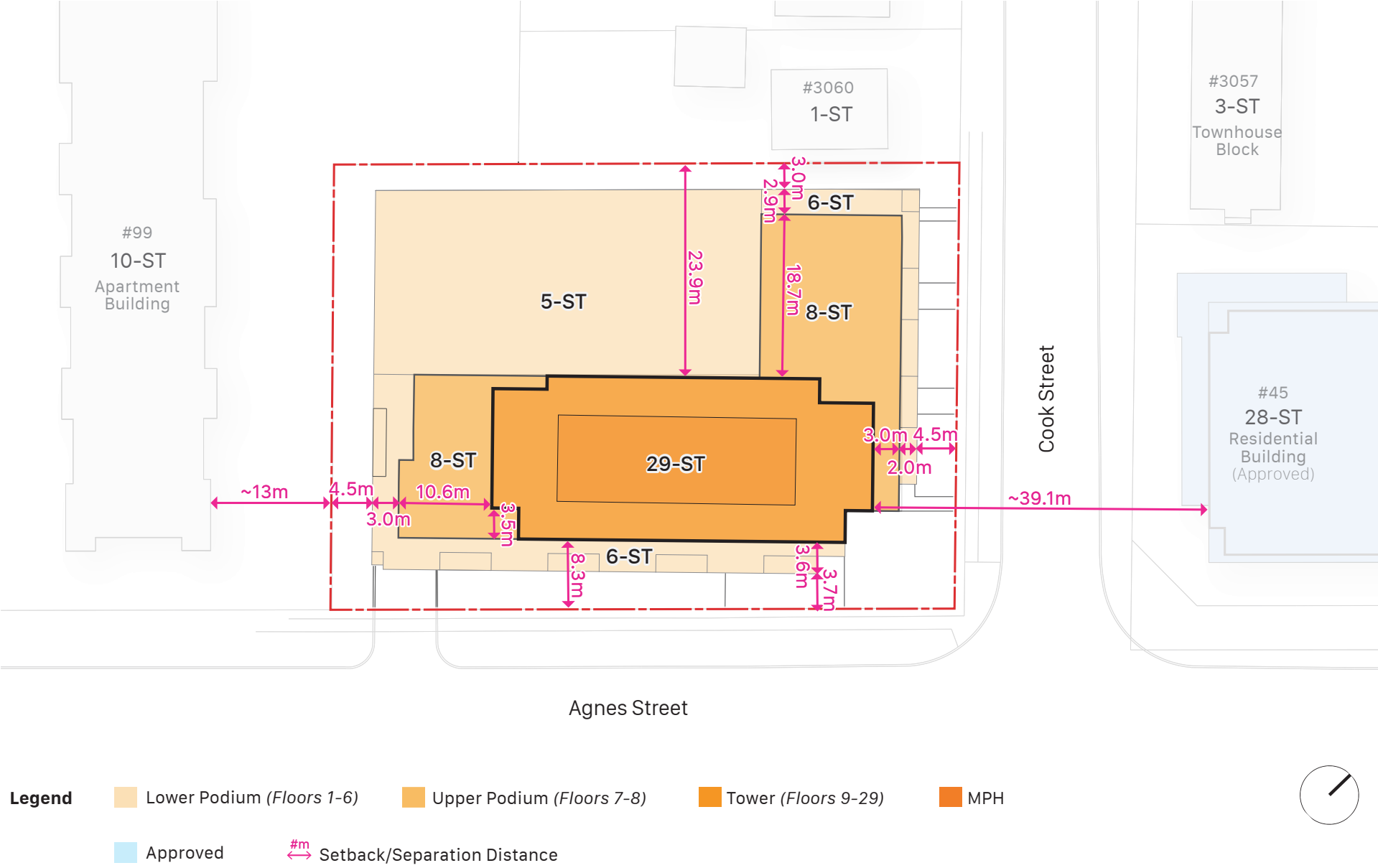


Figure 17 - Building Setbacks And Separation Distances Diagram

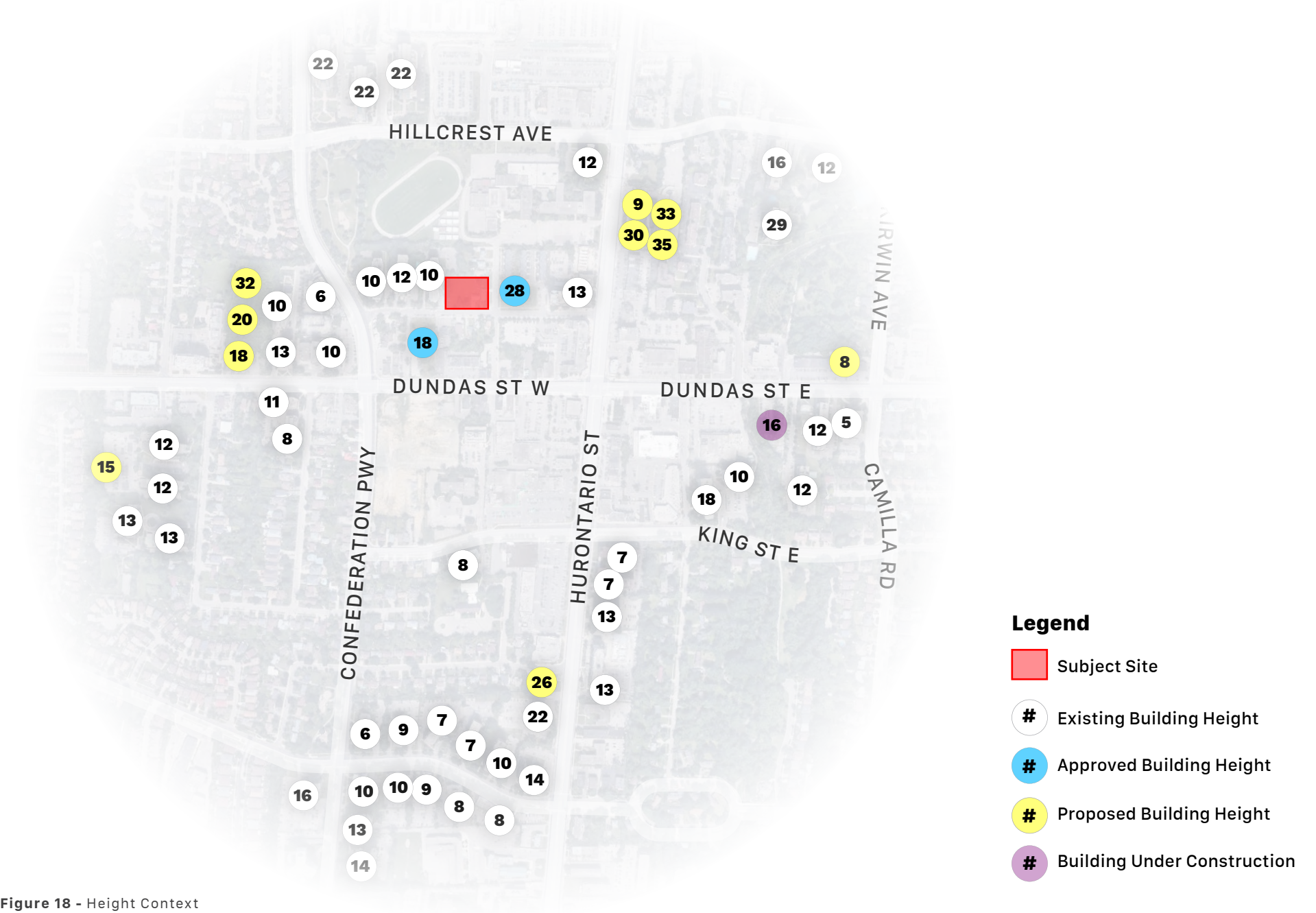


2.2.2 Building Height and Form

The proposed building height and form considers the size and shape of the Subject Site, its proximity to transit and the existing and planned context of tall buildings within the surrounding neighbourhood – in particular, the approved 28-storey building directly to the east (45 Agnes Street). The proposed building height reflects the emerging built form context within Downtown Cooksville and achieves an appropriate level of intensification for a site with excellent access to transit.

The Mississauga Official Plan (MOP) promotes development in the form of tall buildings within Intensification Areas and Downtowns, where heights of up to 25-storeys are permitted within the Residential High-Density designation as per MOP Policy 12.1.2.2.

Recognizing that Downtown Cooksville is targeted for significant change and revitalization with intensification, transit infrastructure investment and redevelopment, the proposals height is generally consistent with the height range of proposed and approved buildings within the vicinity of the Subject Site. Moreover, they are demonstrative of the future built form context and evolution of Downtown Cooksville. In this respect, buildings with heights greater than 25 storeys have been approved within the surrounding area, including the 28-storey building at 45 Agnes Street. There are also several existing mid- and high-rise slab style apartments with heights that range up to 22-storeys within the surrounding area. In our opinion, the greater level of height and density would contribute to the achievement of transit-supportive intensification in accordance with recent and emerging policy changes - including the Provincial Policy Statement, Growth Plan and Municipal Comprehensive Review which are outlined in detail in the accompanying Planning Justification Report.





2.2.2.1 Building Form

To limit built form impacts on the public realm and adjacent properties, the proposed building has been designed in the form of a point tower atop appropriately scaled podium building. This built form typology will respect and enhance the existing and planned development context, which includes mid-rise and tall buildings. To that end, the proposed tower has been designed to characterize three built form elements: the podium base, the tower shaft and the tower top:

Podium Design

The 8-storey podium building steps down to a 6-storey base element and has been designed to appropriately frame Agnes Street and Cooks Street. The podium relatively corresponds with the adjacent right-of-way widths and limits any unwanted built form impacts on adjacent properties, particularly those to the north and west.

The podium building will be strongly defined and articulated by smaller inseting and projecting “boxes”. This articulation is achieved by strategically locating inset balconies and framing the “projecting “boxes” with white pre-cast that frames. The “boxes” are further broken up into smaller elements through the use of glass and horizontal and vertical details. The ground level will be predominantly glazed and transparent to activate the public realm.

Tower Orientation

The proposed tower element is sited at the southwest corner of Agnes Street and Cook Street and incorporates appropriate setbacks and separation distances from adjacent properties. The tower is oriented in an east-west direction – with it’s primary frontage along Agnes Street – and has been designed with a 758.42 square metre (GCA) floorplate to appropriately limit and mitigate built form impacts. In addition to the proposed built form stepbacks and orientation described above, the proposed tower elements incorporate

defined architectural articulation to break up the building elevations and reduce the perception of height from the pedestrian level. To that end, the use of glazing and other “light” cladding materials will help further reduce the perception of the overall building mass.

Lastly, the mechanical penthouse is stepped back from the tower shaft and treated with cohesive design language and materials to ensure they are screened from view and limit obstructions to sky view.

2.2.3 Transition to Adjacent Uses and Built Form

Given the residential context surrounding the Subject Site, the proposed development has been designed with an emphasis on creating an appropriate transition to the adjacent uses and built form. The 8-storey podium building steps down to a 6-storey base element and has been designed with appropriate setbacks and stepbacks to limit light, view, privacy and shadow impacts on adjacent properties - particularly those to the north and west. The 8-storey building podium creates a suitable visual transition from the tower element to the existing 10-storey apartment building to the west.

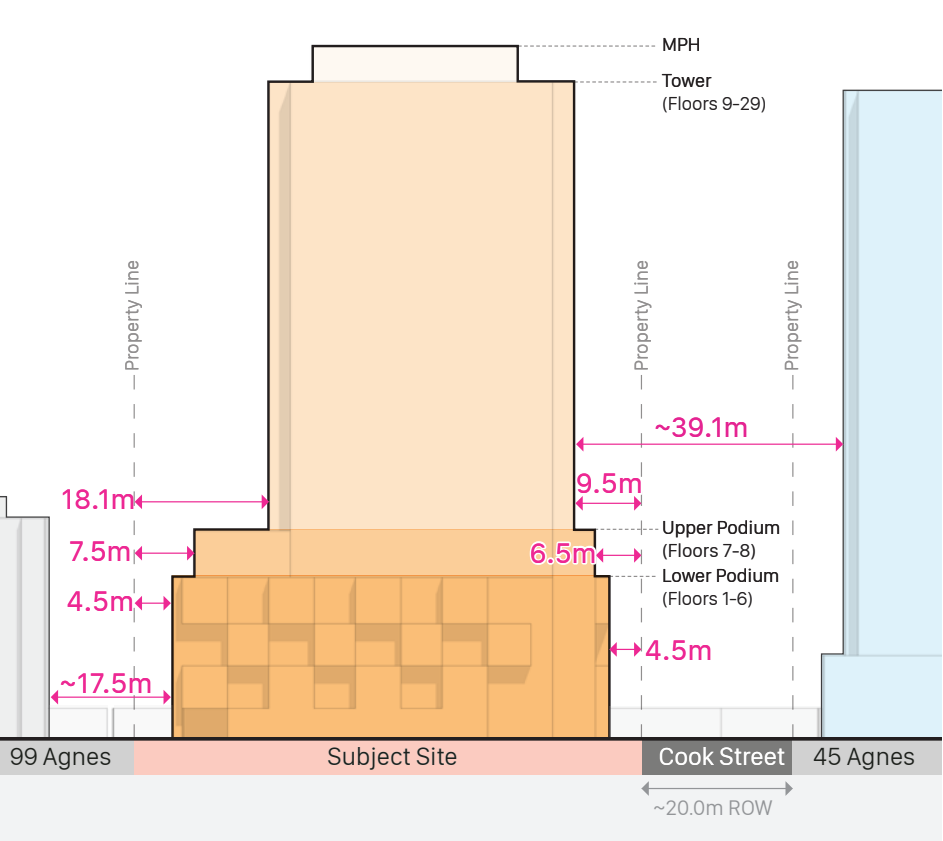


Figure 19 - Transition - South Elevation

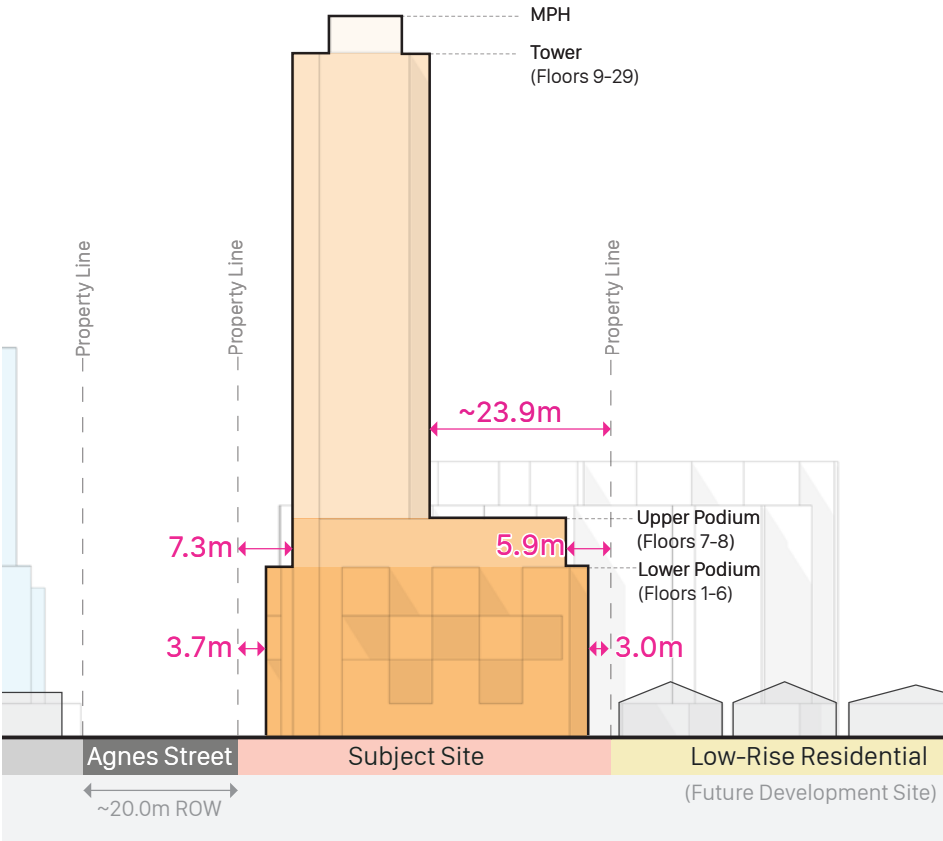


Figure 20 - Transition - East Elevation

- Legend

  - Lower Podium (Floors 1-6)
  - Upper Podium (Floors 7-8)
  - Tower (Floors 9-29)
  - MPH
  - Approved
  - Setback/Separation Distance



2.3 Access, Circulation, Parking and Services

2.3.1 Vehicular Access and Circulation

Vehicular access to parking, loading, etc. is provided by a singular access point from Agnes Street, and all vehicular circulation is located within podium, hidden from the public realm. The proposed development reduces the overall number of existing curb cuts along the Subject Site from four to one. The consolidation of access points will provide a more continuous streetscape and limit areas of conflict between vehicles and pedestrians.

2.3.2 Parking, Loading and Servicing Areas

The orientation of the site allows for the introduction of a 5-storey above grade parking structure to be integrated into the podium. In order to conceal its presence from the street and create a more attractive pedestrian oriented environment, the parking structure is “wrapped” with residential uses and indoor amenity space.

The proposed development will provide a total of 412 vehicle parking spaces - located within the integrated above-grade parking structure and two underground levels. These parking spaces will consist of 355 parking spaces dedicated to residents and 57 parking spaces dedicated to residential visitors. One loading space is proposed for the development (9.0 metres in length and 3.5 metres in width). The loading space is to be entirely enclosed within the mass of the building, adjacent to the internal servicing and waste areas, and will not be visible from the street.

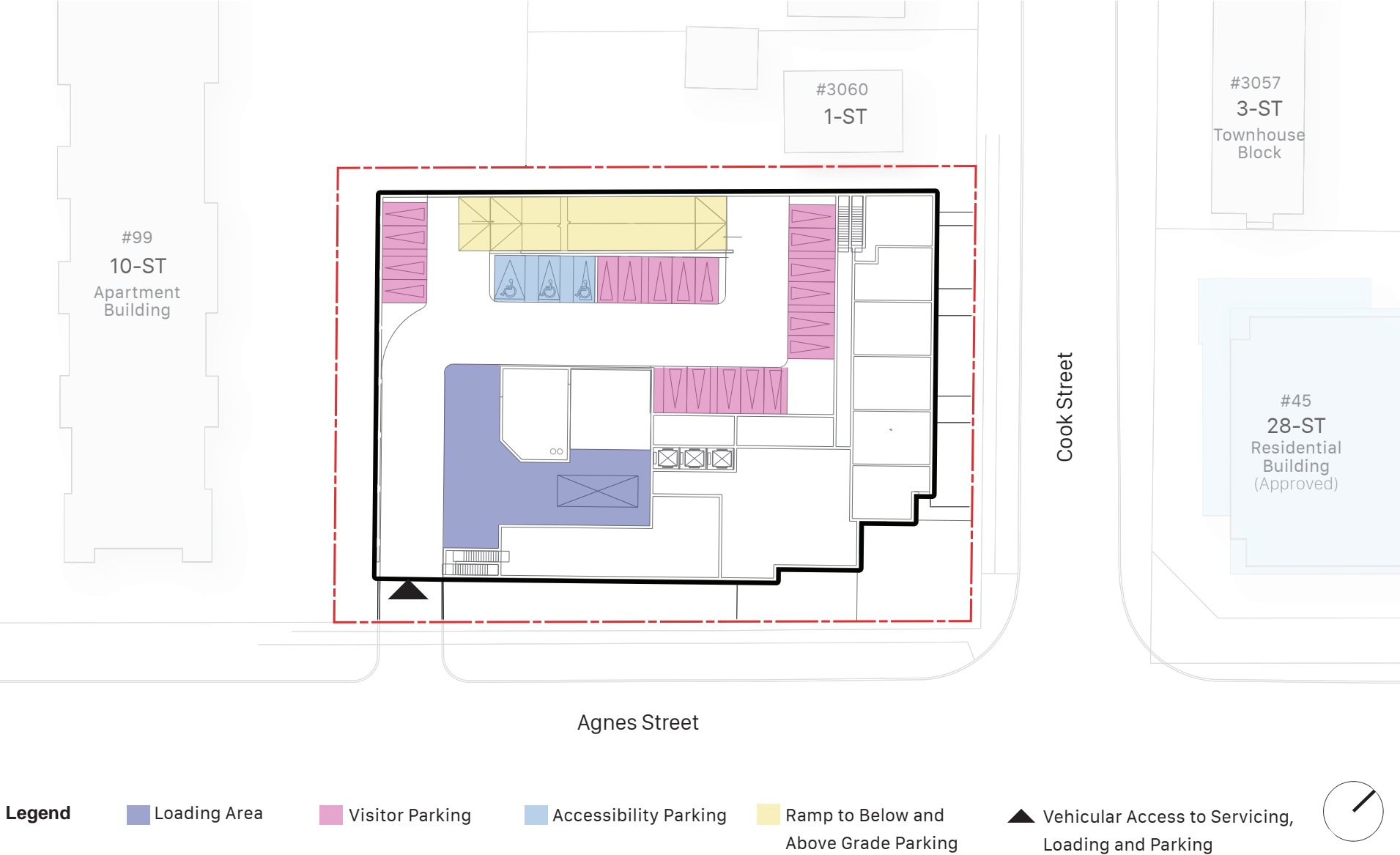


Figure 21 - Vehicular Access, Parking, Loading and Servicing Areas



2.3.3 Pedestrian Circulation

The proposal is based on pedestrian integration at ground level and minimizing any conflicts with vehicular movement. The building is set back back from the property line at grade to create a wider boulevard zone, and incorporates additional pathways that will provide direct connections to the existing sidewalks surrounding the site. The boulevard design along Cook Street sets the framework for a new potential sidewalk along the west side of the Street, and provides the integrated townhouse units direct access to this new route.

The proposed development promotes alternative modes of active transportation by incorporating cycling infrastructure into the design of the Subject Site. A total of 248 long-term bicycle parking spaces and 19 short-term bicycle parking spaces are proposed, located on Floors 2-5. Additional short term bicycle parking is proposed within of the forecourt space at the corner of Agnes Street and Cook Street - next to the residential lobby entrance.

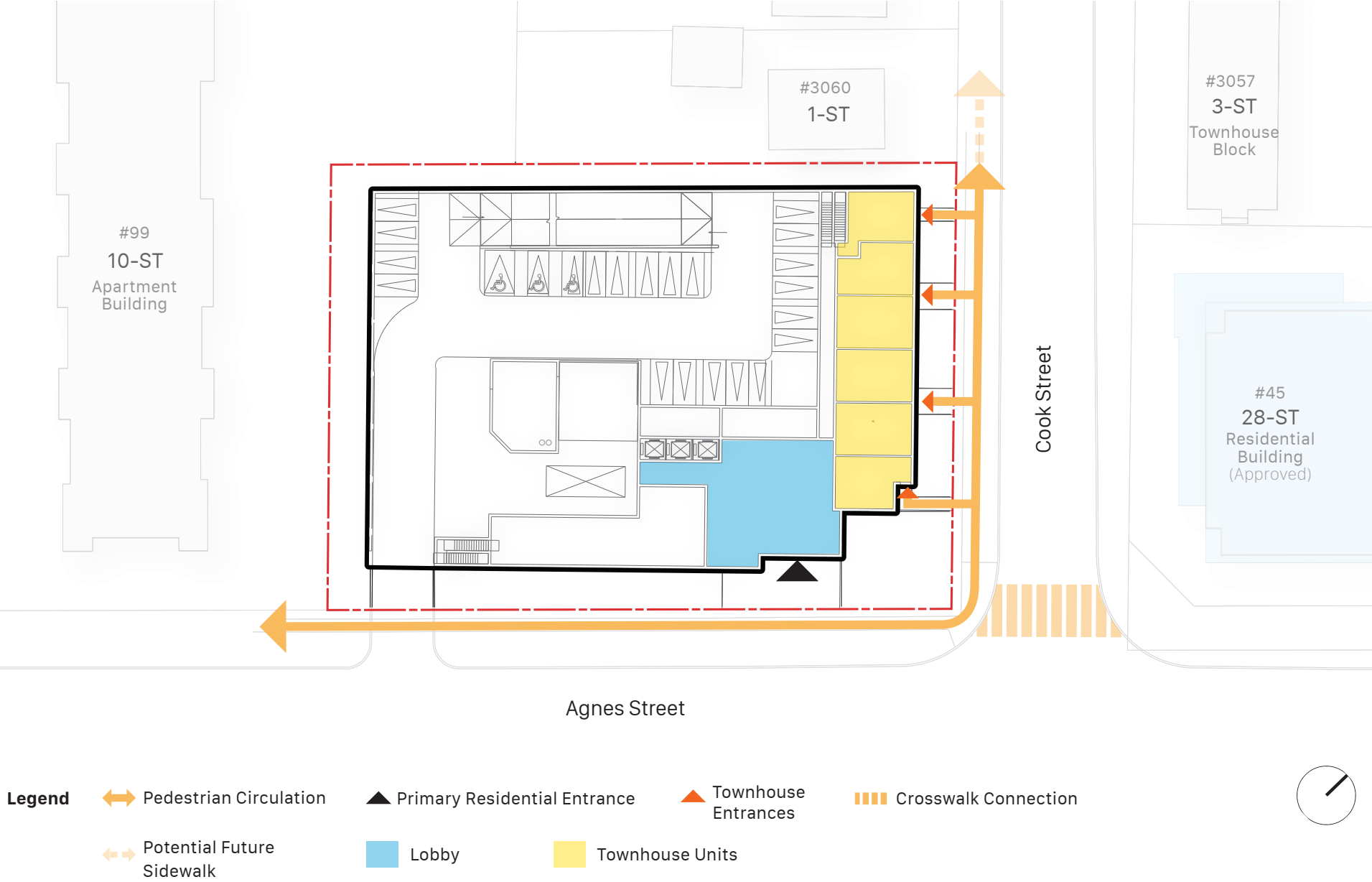


Figure 22 - Pedestrian Circulation



2.4 Supporting Studies

2.4.1 Shadow Study

A shadow study was prepared by Sweeny &Co. Architects in support of the proposed development. The shadow study demonstrates the general shadow impact created by the proposed building and includes an assessment of the net incremental shadow impact of the proposal on residential private outdoor amenity space (e.g., private rear yards, patios and pools), communal outdoor amenity areas that are part of the proposed development or adjacent apartment sites, public realm elements (e.g., sidewalks, open spaces, plazas, as well as turf and flower gardens) and building faces to allow for the possibility of using solar energy.

With respect to residential private outdoor amenity spaces near the development, the study indicates that the rooftop amenity of the proposed development and the outdoor field of TL Kennedy Secondary School were evaluated. To meet this criterion, no shadow impact from the development for no more than 2 consecutive hourly test times in the No Impact Zone. In this regard, the study concludes that the criterion is not met as on June 21st, the rooftop amenity is affected in the hours between 7:07 a.m. and 12:20 p.m., while on September 21st, the rooftop amenity is affected in the hours between 8:35 .m. and 12:12 p.m. The study also shows that on September 21st, there are no periods over 2 hours throughout the day that impact the outdoor field area of the school.

With respect to shadow impacts on communal outdoor amenity areas, particularly the TL Kennedy Secondary School to the north with their outdoor fields further westward:

June 21st

There is a minor shadow impact on the above communal outdoor amenity areas; Sun Access Factor is 85% from the development site, therefore the criterion is met.

September 21st

The TL Kennedy Secondary School located to the north of the development site has Sun Access Factor of 85%, therefore the criterion is met.

December 21st

Sun Access Factor is 50% from the development site, therefore the criterion is met.

The shadow study by Sweeny &Co. Architects concludes that all communal outdoor amenity areas have a Sun Access Factor above 0.5 and therefore the development is in accordance with the criteria.

With respect to public streets, the study concludes that there is no shadow impact of the development site on the opposite side of Agnes Street during the above times and therefore is in accordance with the criteria.

The study also indicates that the site and its immediate context is located in the Mississauga downtown intensification area and within a residential high density land use designation. There are no low rise single detached or low rise residential uses planned, and as such, the shadow analysis shows the development site is in accordance with this standard.

Accordingly, the study concludes that the proposed development meets the shadow impact criteria for all existing surrounding amenity areas and public spaces. The spaces that are affected by not meeting the shadow impact criteria are within the proposed development site. Effort has been made and will continue to improve the shadow impact by reducing all the tower floor plates and locating amenity areas and programming amenities appropriately with sun exposure in mind.

Based on the foregoing, it is our opinion that the shadow impact is appropriate given the site’s location along City’s Intensification Corridor (Schedule 1C) where a more urban built form context is contemplated.

The proposal is supportive of the overall vision for regeneration and intensification outlined in the Official Plan, as well as the Hurontario/Main Street Corridor Master Plan and the Dundas Connects Master Plan.

The proposed development has ensured the continued provision of adequate sunlight in the areas surrounding the subject site, in accordance with acceptable sun access factors sought by the City through the terms of reference.

2.4.2 Pedestrian Wind Comfort and Safety Study

Policy 9.2.1.16 and 9.5.3.9 of the Official Plan states that tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas, including wind. In this respect, a Pedestrian Level Wind Study was prepared by RDWI in support of the proposed development. The purpose of the study was to determine comparative pedestrian level wind comfort and safety conditions at key outdoor areas; identify areas where future wind conditions may interfere with the intended uses of outdoor spaces; and recommend suitable mitigation measures, where required.

The results of RWDI’s wind tunnel testing for the proposed project can be summarized as follows:

- Wind gusts that could affect pedestrian safety are not expected at any areas on and around the site in both the Existing and Proposed configurations.
- Existing wind conditions on and around the site are comfortable for the intended pedestrian use throughout the year.
- With the proposed project in place, wind conditions are predicted to remain generally suitable for the intended use of various grade level pedestrian areas throughout the year. Uncomfortable wind speeds are expected in a localized area at the southwest corner of the building during the winter.
- At the Level 4 outdoor amenity terrace, during the summer, appropriate wind conditions are predicted in the eastern half of the terrace while higher-than-desired wind speeds are predicted on the other half.

For further details, please see the Pedestrian Wind Comfort and Safety Study submitted as part of the application package.

2.4.3 Noise and Vibration Impact Study

A Noise and Vibration Impact Study was prepared by RWDI for the proposed development. Policies 9.5.1.12 of the Official Plan state that noise will be mitigated through appropriate built form and site design.

The Study concludes the following:

- Installation of central air-conditioning so that all suites’ windows can remain closed is recommended for the proposed development as a noise control measure.
- Vibration from the future Hurontario LRT on the proposed development is not expected due to the setback being greater the worst-case setback noted in the project’s Environmental Report. Thus, no mitigation measures for vibration are required.
- At this stage in design the impact of the development on itself and its surroundings could not be quantitatively assessed, However, the impact on both the building and its surroundings is predicated to meet the applicable criteria.
- The building design should be evaluated prior to building permit to ensure that the acoustical design is adequately implemented in order to meet applicable criteria.

The Study concludes that based on the results of the analysis for the given site plan and the implementation of the recommendations included with the assessment, the proposed development is predicted to meet the applicable sound and vibration criteria.

For further details, refer to the Noise and Vibration Impact Study submitted as part of the application package.





# 3

## Summary and Conclusions

### 3.0 Summary and Conclusions

It is the opinion of this Urban Design Study that the proposed development represents good urban design, is appropriate within the emerging and planned built form context and contributes to the enhancement of the existing residential character along Agnes Street and Cook Street. The proposal is successful in providing an enhanced interface with the public realm and introducing a built form that improves the existing character of the site, while providing an adequate transition towards existing residential uses and potential future developments.

The development proposal will provide a transit-supportive and pedestrian-friendly built form that improves the pedestrian condition at grade and incorporates architectural and landscape design elements that respond appropriately to the surrounding area. The proposed building height will support the existing transit at Cooksville Go Station and the planned transit infrastructure along the Dundas Street Corridor and Hurontario Street.

The proposed development is in generally keeping with, and maintains, the intent of the urban design policies associated with the Downtown Cooksville Character Area. Overall, it is our opinion that the proposed development is appropriate, desirable and should be approved.





