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Re: 3085 Hurontario Low Impact Design Features for Site & Building

SITE

SITE SELECTION

The site at 3085 Hurontario is currently a low-density low-rise commercial strip mall with surface parking. With the location beside a major road artery and within walking distance of a transit hub, the site can support a high-density development.

DEVELOPMENT DENSITY

The proposed development maximizes the permitted density on the site.

TRANSPORTATION ACCESS

The site accesses have been designed to be as narrow as possible to facilitate pedestrian crossings.

WALKABILITY

The proposed development is located in a transit-oriented neighborhood and within 600 metres of the Cooksville GO, proposed Hurontario LRT, and proposed Dundas BRT. Additionally, there is a large variety of grocery stores, restaurants, retail, bank, and educational uses within a 600-metre radius of the subject site. The pedestrian network within 3085 Hurontario Street will have direct and convenient connections to the side streets, including sidewalk connections to Hurontario Street north and south of Building 1, and a sidewalk connection to Kirwin Avenue north of Building 3.

STORMWATER RETENTION

RAINWATER HARVESTING

Rainwater harvesting systems which intercept, convey and store rainfall for irrigation uses is proposed.

GREEN ROOFS

All non-amenity roof areas will be designed with intensive green roof systems where feasible. Outdoor rooftop amenity areas will be designed with raised planting beds and high albedo paved surfaces to reduce heat island effect.

SOFT LANDSCAPE MATERIAL

NEW TREES

Proposed trees will be planted in raised softscape beds, or in below grade planting beds with a minimum volume of 30 cubic metre of high-quality soil.

NATIVE VEGETATION + SHADE

A target of 50% of all proposed planting will be native, where feasible. Shade trees, approximately 6-8 metres apart, will be provided along all street frontages and public walkways with sufficient soil volume.

PEDESTRIAN AND CYCLING COMFORT

PEDESTRIAN WALKWAYS

The pedestrian walkways within and surrounding the proposed development have been designed to industry standards and the pedestrian space has been maximized wherever feasible given the ROW and needs of other road users. All public and private walkways are continuous, accessible, and barrier-free. Building entrances are connected to pedestrian pathways.

PEDESTRIAN COMFORT

Shade trees will be provided along pedestrian pathways and in amenity spaces to support pedestrian comfort in summer and shoulder season months.

Within the site, the condominium road and the turning circle within the centre point of the proposed development will be raised to the height of the sidewalk, giving priority to pedestrians. Additionally, benches and landscaping features have been proposed throughout the subject site to enhance pedestrian experience and enable a larger range of users (i.e. vulnerable users, those with disabilities, etc.) to make walking trips.

BICYCLE PARKING

Above grade, 29 short-term bicycle parking spaces will be located and will serve the patrons of mixed-use units. The short-term bicycle parking spaces for the residential component of the proposed development will be located in the secure bicycle parking area within P1 level, as residential visitors are expected to stay on site for longer periods of time. The long-term bicycle parking spaces will also be located in the secure underground area with a total of 714 bicycle parking stalls. A dedicated cyclist elevator



will be implemented in Building 1 (the building fronting Hurontario Street) and will provide residents with direct connections between the secure underground bike parking and the condominium road.

EXTERIOR BUILDING DESIGN

BIRD FRIENDLY GLAZING

Bird-friendly glazing types will be examined in the subsequent design phases.

SITE AND BUILDING LIGHTING

Exterior lighting will be designed to point downwards and shielded to prevent glare and keep light from trespassing to neighbouring properties.

LEED-NC REQUIREMENTS

LEED certification will be considered in subsequent design phases.

CONSERVATION STRATEGIES

CONSTRUCTION WASTE DIVERSION

A construction waste management plan will be implemented in the construction process to divert recyclable material from landfill.

EROSION + SEDIMENT CONTROL

The erosion and sediment control plan for the site during construction will be noted to conformance with the City of Mississauga and Credit Valley Conservation Authority guidelines. Construction management will be addressing erosion and sediment control measures as well as following the requirements of the grading plan to prevent loss of topsoil and to contain dust within the site.

HEAT ISLAND EFFECT (NON-ROOF AND ROOF)

Roofs and site surface materials will be selected for high reflectance.

INDOOR WATER USE REDUCTION

High-efficiency toilets and plumbing fixtures will be used to reduce water consumption.

TRI-SORTER RECYCLING

A tri-sorter system will be used to allow residents to separate waste, organics, and recyclables.

REGIONAL MATERIALS

Where possible, construction materials will be chosen for their low carbon footprint and sourced responsibly to reduce carbon footprint of the shipment of materials.