

Yee Hong Mississauga - 5510 Mavis Road

SUSTAINABLE INITIATIVES & LIDs – To Be Confirmed During Future Application for Site Plan.

SITE SELECTION

The subject site of 5510 Mavis Road is not part of a Provincial Land Reserve or on environmentally sensitive lands. It is an infill project located near a municipal node and is supported by a highly developed infrastructure that does not require upgrading

DEVELOPMENT DENSITY

The proposed development serves to maximize the permitted density on the land, maximizing efficient use of the lands and regional/municipal infrastructure while minimizing urban sprawl

PUBLIC TRANSPORTATION ACCESS

The proposed development will be located adjacent to several Mississauga Transit bus lines. Furthermore, it is a short bus ride to the GO Train and TTC systems, therefore encouraging mass transit and consequently reducing the carbon footprint. Design of pedestrian walkways and circulation ensures continuous paths of travel within the site and connections to the public right-of-way to support transit and active transportation opportunities.

PROTECT AND RESTORE OPEN SPACE

Portions of the subject site are designed to include an outdoor amenity courtyard area that will serve as a large open space for residents. This open space will be vegetated to improve the natural ecosystem compared to the current condition.

WALKABILITY

5510 Mavis will be situated within walking distance to public transit and retail, therefore encouraging mass transit and consequently reducing the carbon footprint. All the public and private walkways are continuous, accessible and barrier-free. All the building entries are connected to pedestrian pathways.

NATIVE VEGETATION & SHADE

A tree preservation and inventory plan outlines tree preservation zones during construction to protect existing trees. A target of 50% of all proposed new plantings will be native, where feasible, to assist in stormwater mitigation. New shade trees along all street and private frontages and public walkways will be provided in areas with sufficient soil quality and volume for pedestrian comfort.

CONSTRUCTION WASTE DIVERSION

A construction waste management plan will be implemented during the construction process to maximize the diversion of recyclable material from landfill sites.

EROSION AND SEDIMENT CONTROL

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

GREEN SITE MAINTENANCE

A comprehensive site maintenance program will be implemented.

SITE & BUILDING LIGHT

Site and building lighting will be dark sky compliant with no up lighting and exterior light fixtures > 1000 lumens will be shielded to prevent sky lighting. Energy efficient LED's are to be used for all exterior lighting.

CONSERVATION STRATEGIES:

STORM WATER MANAGEMENT TREATMENT

Stormwater will be quality controlled via an OGS system within the development to remove TSS. Quantity of stormwater is controlled as pre-development condition by proposing on-site controls (orifice control and on-site facility storage) before discharging to the existing storm sewer infrastructure. Landscape open space provided in excess of 40% of the gross site area to assist in storm water management. The proposed infiltration facility is sized to provide a minimum of 5 mm daily rainfall retention satisfying water balance requirements.

HEAT ISLAND EFFECT (NON-ROOF)

Of the vehicular parking provided, the majority will be contained within underground parking levels. This will reduce the heat island effect which results from exposed surface parking lots

INDOOR WATER USE REDUCTION

To reduce water consumption, high-efficiency toilets and water reducing fixtures will be provided.

TRI-SORTER RECYCLING

A tri-sorter system will be installed and made accessible to each residential floor, allowing for convenient separation and disposal of recyclables and waste materials.

REGIONAL/LOCALLY SOURCED MATERIALS

Construction materials where available will be sourced from the GTA to minimize the carbon footprint associated with the shipment of materials.

PERMEABLE PAVEMENT

Where feasible, within the courtyard and over a portion of the surface parking stalls area, installation of permeable pavement will be provided as an alternative to traditional impervious pavement to promote infiltration.

SITE FURNISHINGS

Recycled plastic for site furnishings where available (i.e. benches)