

Low Impact Design Features for Site and Building 579–619 Lakeshore Road East and 1022, 1028 Caven Street

SITE SELECTION

The Site, located on the lands municipally known as 579, 619 Lakeshore Road East and 1022, 1028 Caven Street, is currently a local retail plaza with surface parking and two low-density, low-rise dwellings. With a location along a major road artery and within walking distance of the existing and planned transit services, the Site can support a high-density, transit-supportive development.

DEVELOPMENT DENSITY

The proposed development has an optimized site design and an appropriate density.

TRANSPORTATION ACCESS

The Site accesses have been designed to utilize the existing connections to the road network and to be as narrow as possible to facilitate safe, comfortable, convenient pedestrian connections.

WALKABILITY

The proposed development is located in a transit-oriented neighbourhood and directly in front of the planned Lakeshore Bus Rapid Transit ('BRT') network. Additionally, there are numerous existing transit routes in the surrounding area. The Site is also within walking distance of an extensive retail area along Lakeshore Road East that has grocery stores, restaurants, pharmacies, retail, banks and educational uses to meet daily needs. The pedestrian network within the site will have direct and convenient connections to the side streets, including sidewalk connections to Lakeshore Road East.

STORMWATER MANAGEMENT

RAINWATER HARVESTING

Rainwater harvesting systems which intercept, convey and store rainfall for irrigation purposes will be explored.

GREEN ROOFS

Integration of green roof systems, where feasible, will be explored. 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 potential minimum volume of 30 cubic metres of high-quality soil.



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NATIVE VEGETATION + SHADE

A target of 50% of all proposed planting will be native species, where feasible. Shade trees will be provided along the street frontages and pedestrian walkways with sufficient soil volume.

PEDESTRIAN AND CYCLING COMFORT

PEDESTRIAN WALKWAYS

A network of pedestrian walkways are to be provided across the proposed development. These walkways have been designed to industry standards and the pedestrian environment has been maximize wherever feasible. All public and private walkways are continuous, accessible and barrier-free. Building entrances are also directly connected to the pedestrian walkway network.

PEDESTRIAN COMFORT

Shade trees will be provided along the pedestrian pathways and in the amenity spaces to support pedestrian comfort year-round.

Within the site, the pedestrian drop-off areas will be raised to the height of the sidewalk, giving priority to pedestrians. Additionally, benches and landscape features have been proposed throughout the Site to enhance the pedestrian experience and enable a range of users to walk to destinations.

BICYCLE PARKING

Secure bicycle parking spaces are proposed across the Site. Short-term bicycle parking spaces will be located within the podium levels of the buildings. Long-term bicycle parking spaces will be provided within the below-grade parking structure. A total of 704 secure bicycle parking spaces are to be provided, both above- and below-grade. A dedicated cyclist elevator may be implemented in order to provide residents with direct connections between the secure below-grade bicycle parking area and the public realm.

EXTERIOR BUILDING DESIGN

BIRD-FRIENDLY GLAZING

Bird-friendly glazing will be examined in the subsequent detailed design stage.

SITE AND BUILDING LIGHTING

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



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CONSERVATION STRATEGIES

CONSTRUCTION WASTE DIVERSION

A Construction Waste Management Plan will be implemented in the construction process to divert recyclable material from landfill.

EROSION AND SEDIMENT CONTROL

An Erosion and Sediment Control Plan for the Site will be prepared. The measures identified on the plan will be followed during construction and the plan will be prepared to conform to the City of Mississauga and Credit Valley Conservation Authority guidelines. Construction management will also be addressing erosion and sediment control measures as well as following the requirements of the Grading Plan to prevent loss of topsoil and 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 further evaluated during the detailed design stage to support the reduced 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, local construction materials will be selected for their low carbon footprint and sourced responsibly to reduce the carbon footprint of the shipment of materials.