diamond schmitt

384 Adelaide Street West, Suite 100
Toronto, ON M5V 1R7
t: 416 862 8800

1050 West Pender Street, Suite 2010
Vancouver, BC V6E 3S7
t: 604 674 0866

1776 Broadway, Suite 2200
New York, NY 10019
t: 212 710 4329

www.dsai.ca
info@dsai.ca

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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 in order to take advantage of recent increased transit mobility infrastructures and a growing community.

TRANSPORTATION ACCESS

The development creates a dedication of a new public right-of-way, known as ‘Street C’ for the depth of the site, which allows porosity to the mid-block, consistent with the City of Mississauga Official Plan. An additional private multi-use road running parallel to Hurontario allows further access for private vehicles through the site to Kirwin and Hurontario.

WALKABILITY

The proposed development is located in a transit-oriented neighborhood and within 600 metres of the Cooksville GO, future Hurontario LRT, and proposed Dundas BRT. Hurontario is also being fitted with updated sidewalks and dedicated bike lanes. Additionally, there is a large variety of grocery stores, restaurants, small retail and personal services, 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 street Kirwin through a multi-use private road and through a hard-paved public plaza to Hurontario.

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STORMWATER RETENTION

RAINWATER HARVESTING

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

GREEN ROOFS

All non-amenity roof areas will be designed with intensive green roof systems where feasible to reduce the amount of stormwater entering the municipal system. 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. They are located throughout the development along streets and within public parks on site.

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. All building entrances are level 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 private road curves for traffic-calming, while various paving materials create a pedestrian-friendly scale and materiality. Additionally, benches and landscaping features have been proposed throughout the subject site to enhance pedestrian experience and encourage a larger range of users (i.e. vulnerable users, those with disabilities, etc.) to make walking trips.

BICYCLE PARKING

Above grade, 85 short-term bicycle parking spaces will be located outside around the site.

The indoor bicycle parking spaces will be located throughout the parking levels underground and in Building 3 and 4. Dedicated cyclist elevators will be implemented in Building 1 and Building 3 for quick access to underground secure bike parking.

EXTERIOR BUILDING DESIGN

BIRD FRIENDLY GLAZING

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

TARGET WINDOW-TO-WAL RATIO

The development is targeting 40% window-to-wall ratio to reduce the energy performance needs of the buildings.

SITE AND BUILDING LIGHTING

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

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 properties to minimize the effect of heat islands.

INDOOR WATER USE REDUCTION

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

BI-SORTER RECYCLING

A bi-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.