SMARTCENTRES
REAL ESTATE INVESTMENT TRUST
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August 8th, 2024

Re: 1225 Dundas Street E, Mississauga, ON
Low Impact Design Features for Site & Building

SITE

SITE SELECTION
The site at 1225 Dundas St E is currently improved with a local retail plaza comprised of a 1-storey, multi-tenant structure and surface parking areas.

DEVELOPMENT DENSITY
The proposed development maximizes the redesignated density on the site in order to take advantage of the existing and future transit mobility infrastructure and growing community.

TRANSPORTATION ACCESS
The existing driveway access and curb cut along Dundas St E is currently proposed to be removed and vehicular access to the site will be limited Dundix and Arena Road to improve the pedestrian realm and enhance pedestrian safety.

WALKABILITY
The proposed development is located directly in front of the planned Dundas Bus Rapid Transit (BRT), as well as within walking distance to the proposed Dixie Go Station. Additionally, the development is within 600m to a full-range supermarket and within 1500m to neighbouring plazas that offer fitness centres, a bank, pharmacy, restaurants, wholesale department store (Walmart), and wholesale warehouse (Costco).

STORMWATER RETENTION

RAINWATER HARVESTING
The proposed development will incorporate harvesting systems that will channel and store rainfall for irrigation uses.

GREEN ROOFS
All non-amenity terrace areas will explore an intensive green roof system where feasible. All outdoor amenity areas that include proposed planting 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 to maintain original grade of tree base or slightly raised to suit site conditions. All planting beds will be continuous and will provide a 25mm clearance from adjacent hard surfaces.

NATIVE VEGETATION + SHADE
Where feasible, proposed planting will aim to achieve 50% of planting to be native. Where deciduous trees are planted along public street front and walkways, will maintain an appropriate distance along the street.

PEDESTRIAN AND CYCLING COMFORT

PEDESTRIAN WALKWAYS
All private sidewalks, crosswalks, and walkways are designed to be continuous, universally accessible, barrier-free, and clearly designated. Pedestrian paths are designed to connect building entries to outdoor amenity areas, parking, and offsite pedestrian networks, such as sidewalks and public transit.

PEDESTRIAN COMFORT
Trees that offer shaded areas during the warm months, will be incorporated along private paths and outdoor amenity areas at grade.

BICYCLE PARKING
32 short term bicycle parking are provided at grade. In addition, 392 long term bicycle parking for the residential occupants are provided in a secure weather-protected area within the mezzanine level of the residential building.

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 neighboring properties.

CONSERVATIVE STRATEGIES

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.

WASTE MANAGEMENT
Chutes separating waste from recycling are provided on all floors in each tower.

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.