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**Re: Green Design Features  
Sandalwood Square - (60 Bristol Road E)  
Mississauga, Ontario**

**SUSTAINABLE INITIATIVES**

*SITE SELECTION*

- The subject site of Sandalwood Square is not part of a Provincial Land Reserve or on environmentally sensitive lands. It is located near a municipal node and is supported by a highly developed infrastructure. Furthermore, the site is located adjacent a future Hurontario LRT stop.

*DEVELOPMENT DENSITY*

- The proposed development serves to maximize the permitted density on the land, maximizing the efficient use of the lands while minimizing urban sprawl

*PROTECT AND RESTORE OPEN SPACE*

- Portions of the subject site are designed to include an outdoor amenity 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.

*PUBLIC TRANSPORTATION ACCESS*

- Sandalwood Square will be located adjacent to several Mississauga Transit bus lines as well as a future Hurontario LRT stop. Furthermore, it is a short bus ride to the GO Train and TTC systems, therefore encouraging mass transit and consequently reducing the carbon footprint.

*WALKABILITY*

- Sandalwood Square will be situated within walking distance to public transit and retail areas.

*BICYCLE STORAGE*

- Conveniently located bicycle parking spaces for residents and visitors will be proposed to encourage bicycle use as an alternative form of transportation.

*LIMIT PARKING CAPACITY*

- Vehicular parking will be provided to meet a reduced parking ratio of 1.0/ Resident & 0.15/ Visitor, thus contributing to TDM measures.

*GREEN ROOF SYSTEM*

- Where feasible, portions of the roof will have either a high solar reflectance surface, outdoor amenity areas or a “green roof” created through the use of plant material, reducing temperature extremes inside the buildings and providing attractive views from suites. These areas will not only help to reduce the heat island effect but will also serve as outdoor amenity and recreation areas.

*CONSTRUCTION WASTE DIVERSION*

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

*EROSION AND SEDIMENT CONTROL*

- 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.

*GREEN SITE MAINTENANCE*

- A comprehensive site maintenance program will be implemented.

**CONSERVATION STRATEGIES**

*STORM WATER MANAGEMENT TREATMENT*

- Storm water will be collected and retained for use in the landscape irrigation system within the development.

*HEAT ISLAND EFFECT (NON ROOF AND ROOF)*

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

*LANDSCAPE IRRIGATION*

- The water used for irrigation will be a combination of retained storm water and recycled water.

*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 refuse.

*REGIONAL MATERIALS*

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

*PERMEABLE PAVEMENT*

- Where feasible, installation of permeable pavement will be looked at as an alternative to traditional impervious pavement.