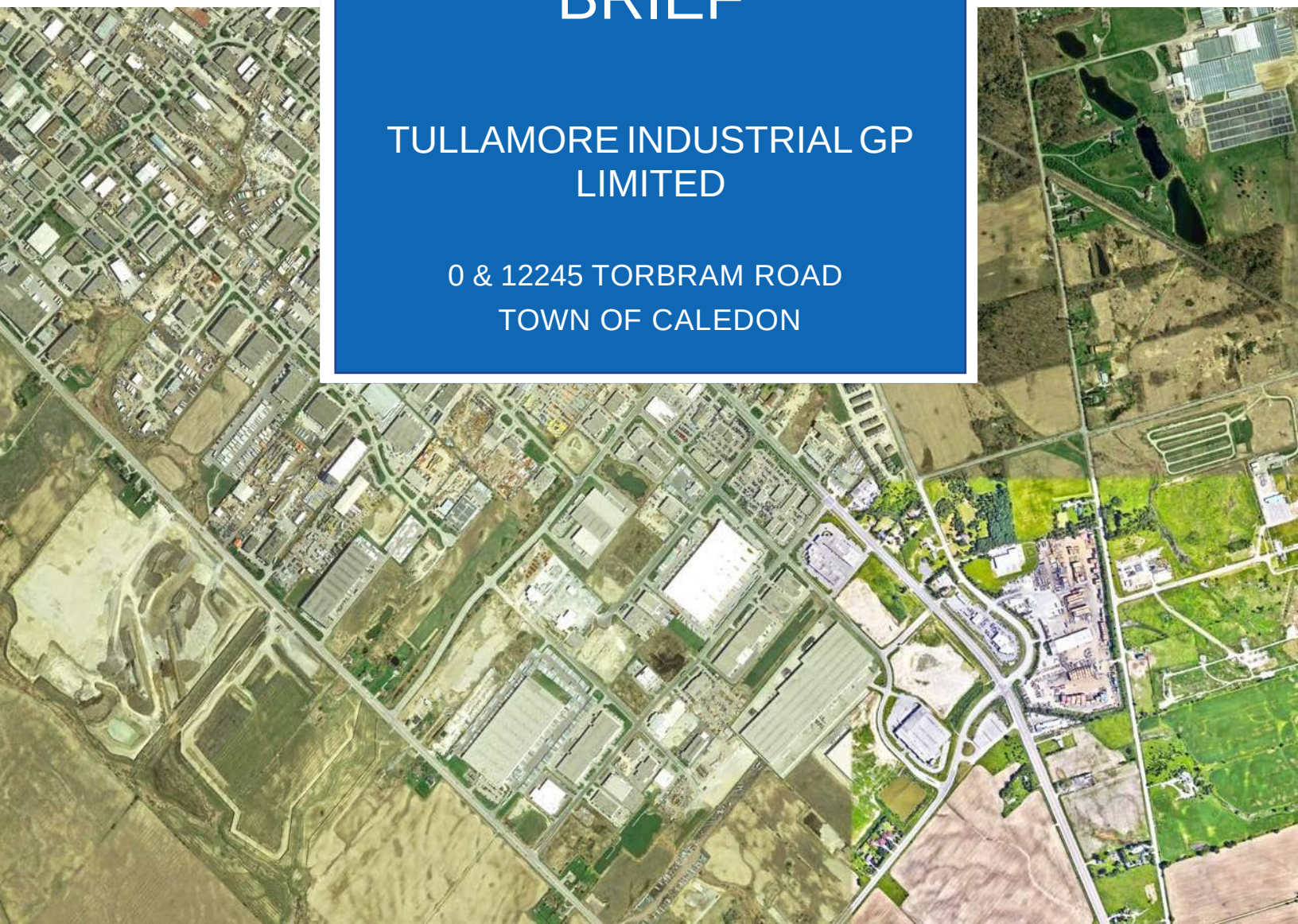
WESTON CONSULTING

# SUSTAINABLE COMMUNITY BRIEF

## TULLAMORE INDUSTRIAL GP LIMITED

0 & 12245 TORBRAM ROAD
TOWN OF CALEDON



## 1.2 DESIGN VISION

The design vision is to establish a high-quality employment development at a gateway location in the Town of Caledon. The building design will reflect the proposed Prestige Employment use along major streets as well as establish a compatible relationship with neighbouring areas. Enhanced streetscaping and interior site design will be supported by high-quality landscaping. Sustainable design features will support the project's greening initiatives. The design intent is to signify one of the southern gateways of the Town for its strategic location bordering the City of Brampton, high visibility from the public realm, and evolving nature of the area as an employment centre.

## 1.3 DESIGN OBJECTIVES

- Develop an industrial identity through high-quality building design, site design and landscaping.
- Establish well-landscaped streetscapes and front yard conditions to contribute to a high-quality public realm.
- Establish compatibility with adjacent lands with appropriate built form design, scale, massing and site design.
- Protect and enhance existing natural heritage features on site with adequate setbacks, buffering and planting, as recommended by qualified professionals.
- Preserve cultural heritage resources by relocating the existing heritage farmhouse on-site.
- Provide sustainable design solutions for storm water management.

Figure 1: Precedent examples of Prestige Employment buildings

## 1.4 SITE CONTEXT

The Subject Lands are located at the southern edge of the Town of Caledon, along the border of the City of Brampton at the south. Additional lands to the north have been incorporated since the first submission to provide a total area of approximately 202.914 hectares, including areas of natural heritage features and valley lands within the Greenbelt. Major roads border the Subject Lands to the west, south and east. The frontage along Torbram Road is increased to approximately 1,808 metres as a result of the additional land aquisition. Mayfield Road, located at the south, provides 1,030 metres of frontage. Airport Road, located at the east, provides a total frontage of approximately 450 metres.

The Subject Lands consist primarily of actively managed agricultural fields with two tributaries of the West Humber River flowing through its southwest, northeast and northwest parts. The tributary closest to Torbram Road is located within the Greenbelt Plan area and is designated as part of the Natural Heritage System (NHS) under the Greenbelt Plan (2017).

Agricultural lands abut the north of the Subject Lands and extend along Torbram Road. The Mayfield Golf Club is located northwest of the site on the west side of Torbram Road. Agricultural lands are also located west of Torbram Road. The City of Brampton is located at the south as Mayfield Road forms the municipal boundary between the Town of Caledon and the City of Brampton. Agricultural lands and the West Humber River tributaries are located south of Mayfield Road. Convenience commercial, that include gas stations, a bank, a coffee shop, and a farmer's market for fresh vegetables, are located at the intersection of Airport Road and Mayfield Road. The Tullamore Settlement Area is located to the east of the Subject Lands. Industrial uses are located both on the east and west sides of Airport Road that include large warehousing facilities as well as smaller industrial buildings. See Figure 2 for a context aerial photograph.

A number of development applications within the vicinity of the Subject Lands are currently under review by the Town. These development applications propose employment uses consisting of warehousing, distribution centres and the development of blocks of land for Prestige Industrial and General Industrial development. Please refer to the accompanying Planning Justification Report (PJR) for detailed description. The area is in the process of transforming from mostly vacant and former agricultural lands to providing more employment uses and establishing an employment hub within the Town of Caledon and the Region of Peel. This provides an appropriate context for the proposed employment development.

In terms of transportation, the site is located in a highly accessible area by vehicle with two High Capacity Arterial Roads (Mayfield Road and Airport Road) serving high volumes of long distance traffic, and a Collector Road (Torbram Road) serving low to moderate volumes of short distance traffic. Highway 410 is located approximately 3.5 kilometres west of the Subject Lands. The Subject Lands are within the vicinity of the proposed GTA West Transit Corridor. The location of the Subject Lands in proximity to the Provincial Highway System, regional and municipal roads support the proposed Employment Use by providing access for shipping and receiving goods and services across the Region.

In terms of transit opportunities, the Subject Lands are served by Brampton Transit bus stops, located at the intersection of Mayfield Road and Airport Road. The proximity of a 400 series highway and two Arterial Roads support the proposed employment use by facilitating the shipping and receiving of goods and services across the Region. Crozier and Associates Inc. have been in contact with Brampton Transit to discuss the extension of bus routes into the business park along the proposed industrial collector roads.

# SUSTAINABILITY/SITE MANAGEMENT

Design Guidelines:

- A major sustainable site design feature is the protection of the Greenbelt Plan and the western tributary with its valley lands. Adequate setbacks and buffers will be maintained from the natural heritage feature. The proposed Draft Plan of Subdivision establishes separate blocks that will be reserved for the protection and ecological enhancement of the valley lands and Greenbelt Plan area.
- The protection of this area will ensure its ecological integrity including providing habitat for the endangered Redside Dace.
- Sustainable storm water management features will be incorporated in the proposed stormwater management blocks. The proposed pond will provide enhanced ecological functions and habitat for species as well as offering a sustainable solution for storm water restoration and infiltration.
- The preliminary site plan and landscape concept provide ample opportunities for landscaping. These areas will contribute to micro-climatic benefits and may incorporate additional sustainable storm water design features.
- All buildings will be designed as per the Ontario Building Code and meet Provincial targets in terms of energy efficiency and water efficiency.
- The development is designed in a campus type setting based on the logical expansion of municipal services and utilities. Thus encouraging efficient land use.
- Additional sustainable site design features may include Dark Sky Lighting, LID measures such as, bio-swales, permeable pavers, underground storage tanks to re-charge ground water, recycled concrete, EV Charging station(s), and pollinator gardens. Sustainable building design will provide measures of water efficiency, indoor air quality and energy efficiency with the mechanical systems.

Figure 20: Precedents of sustainable stormwater design features

## Application Submitted

☐ Site Plan Control ☒ OP/Zoning By-law Amendment ☑ Draft Plan of Subdivision ☐ Block Plan

☐ Secondary Plan

**Office Use Only**

Municipality: ☐ Brampton ☐ Caledon ☐ Mississauga

Date Received:_____ Planner:_____ Application No.:_____

Is this HDA revised from an earlier submission? ☐ Yes ☐ No

## Property and Applicant

Address of Subject Land (Street Number/Name): 0 and 12245 Torbram Road, Caledon ON

**Applicant**

Name: Weston Consulting c/o Ryan Guetter Telephone: 905-738-8080 ext: 241 E-mail: rguetter@westonconsulting.com

Registered Owner: Tullamore Industrial GP Limited

**Proposal Description**

Gross Floor Area: 562,381 m2 Number of Storeys: N/A Number of Units: N/A

**Project Summary** (describe how the project contributes to a healthy community)

The project seeks to redevelop underutilized land that is employment ready. Eight industrial use buildings are proposed in a built form that is compatible with the surrounding area and oriented in a manner that promoted high quality architectural and urban design. The proposed mix of high-quality industrial uses will contribute to the Region and Town's employment and industrial base. No development is proposed within the Greenbelt portion of the site and adequate buffering is being provided to protect and enhance the existing Greenbelt area and natural features on the site. The proposed development will contribute to healthy communities by protecting the environment and expanding the employment base in Caledon and the Region.

Region of Peel
working with you

# PEEL HEALTHY DEVELOPMENT ASSESSMENT (LARGE-SCALE)

Please indicate where and how a standard is met or exceeded in the Demonstration of Standard column with reference to a policy, plan, map or illustration of some kind in the Document/Policy Reference column. Please also tabulate points in the Score column based on whether the development proposal meets or does not meet a community design standard. For further instruction, refer to "How to Use this User Guide" on pages 2 and 3.

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual Score |
|---|---|---|---|---|
| **DENSITY** | | | | |
| 1. All development on Designated *Greenfield Areas* shall achieve a minimum overall density target as prescribed by the Regional Official Plan in policies 5.5.4.2.1 and 5.5.4.2.2.<br><br>Where the local municipality has established higher density targets, these higher targets will apply. | Policies 5.5.19.6 and 5.5.19.7 of the approved Regional OP provides policies The proposed development contributes to the minimum employment density targets on land that has been identified as *Employment Area* per Schedule E-4 (Employment Areas) of the PROP.<br><br>Approximately 2,092 to 3,348 jobs will be created and will provide economic development opportunities for the Town of Caledon. | Planning Justification Report prepared by Weston Consulting.<br><br>Memo Prepared by Urban Metrics. | 5 | 5 |
| 2. All development in Designated *Urban Growth Centres* in the Region of Peel (i.e., Downtown Brampton, Downtown Missis-sauga and Intensification Areas) achieves a minimum overall density target of 200 people and jobs per hectare.<br><br>Where the local municipality has established higher density targets, these higher targets will apply. | The subject lands are not within a Designated Urban Growth Centre within the Region of Peel. | Not Applicable. | | |
| | | | | |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|---|---|---|---|---|
| SERVICE PROXIMITY | | | | |
| Transit | | | | |
| 3. 100% of the development's proposed dwelling units are situated within 400m of a planned (as identified by Brampton Transit, Miway or GO Transit) or existing transit stop. | Not applicable as the proposed development does not contemplate residential dwelling units. | Not Applicable. | 2 | N/A |
| 4. Areas within 800m of a *Higher Order Transit* stop are developed to meet *Major Transit Station Area* density targets. | Not applicable as the proposed development is not within 800m of Higher Order Transit stop or an MTSA. | Not Applicable. | 1 | N/A |
| 5. Access to transit from the proposed development is safe, attractive and direct for pedestrians:<br>-Pathway to transit site is paved (or equivalent measure) and provides direct access to pedestrians (1 point)<br>-Pathway to transit site contains pedestrian scaled lighting at a height of 4.6m (1 point)<br>-Pathway to transit site incorporates landscape treatments (including but not limited to, permeable paving for pathway connections, deciduous/coniferous trees) that improve the environment for pedestrians (1 point) | The subject lands are accessible by public transit via Brampton Transit Route 30, which connects to Brampton Transit's greater network, and provides connection to major transit routes, including to Züm route 501 at Queen Street East, which provides access to the TTC and York Region Transit (YRT) systems. Route 30 also connects to Züm route 505 at Bovaird Drive East, which provides access to the Malton GO Station. Discussions are ongoing with Brampton Transit regarding extension of existing and future routes within the proposed development.<br>All roads and pathways from the proposed development to transit routes will be paved with adequate lighting and landscaping treatments.<br>All internal collector roadways have been designed with 3.0m multi-use pathway on both sides providing pedestrian and cycling connection the external roadway network and transit routes. | Transportation Impact Study prepared by Crozier Transportation | 3 | |
| Neighbourhood Community and Retail Services | | | | |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|---|---|---|---|---|
| 6. At least 75% of the proposed dwelling units are situated within 800m of three or more of the following planned or existing neighbourhood public services:<br>• childcare facility<br>• community garden<br>• hospital or health clinic<br>• public library<br>• place of worship<br>• adult/senior care facility<br>• social service facility<br>• performance or cultural space<br>• post office<br>• recreation centre | Not applicable as the proposed development does not contemplate residential dwelling units. | Not Applicable. | 2 | N/A |
| 7. 100% of the proposed dwelling units are within 800m of an existing or planned elementary school. | Not applicable as the proposed development does not contemplate residential dwelling units. | Not Applicable. | 1 | N/A |
| 8. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school. | Not applicable as the proposed development does not contemplate residential dwelling units. | Not Applicable. | 1 | N/A |
| 9. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space. | Not applicable as the proposed development does not contemplate residential dwelling units. | Not Applicable. | 2 | N/A |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|---|---|---|---|---|
| 10. At least 75% of the proposed dwelling units are within 800m of 5,000m² of personal service and commercial retail space, comprising a mix of uses such as a grocery store, pharmacy, bank, coffee, shop, restaurant, dry cleaner and hair salon. | Not applicable as the proposed development does not contemplate residential dwelling units. | Not Applicable. | 2 | N/A |
| *11. Convenience commercial* uses are present in key locations, including *greyfield* areas, *intensification areas* and *corridors* and *greenfield areas*. | Not applicable | Not applicable | 2 | n/a |
| Employment | | | | |
| 12. The development is within 10km (i.e., a 30 minute transit trip) of an existing or planned employment centre or urban centre. | The proposed development is located within an Employment Area as per Schedule E-4: Employment Areas of the Approved Region of Peel Official Plan 2022. | Planning Justification Report prepared by Weston Consulting | 2 | 2 |
| LAND USE MIX | | | | |
| *13. Employment lands* include small scale amenity retail and services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement. | The Minister Zoning Order for the subject lands provides for commercial and retail use that will support the proposed development. The site is easily accessed by transit. | Site Plan prepared by Turner Fleischer Architects | 2 | 2 |
| 14. In combination, the following housing type groups make up at least 50% of the total units:<br>• townhouses and multiplex<br>• apartment buildings | Not applicable as the proposed development does not contemplate residential dwelling units. | Not Applicable. | 2 | N/A |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|---|---|---|---|---|
| 15. The proposed development includes special housing types, such as senior's housing, long term care facilities and supportive or affordable housing. | Not applicable as the proposed development does not contemplate residential dwelling units. | Not Applicable. | 1 | N/A |
| *16. Live-work units* and other employment-related uses compatible with residential uses are included in the proposed development. | Not applicable as the proposed development does not contemplate residential dwelling units. | Not Applicable. | 2 | N/A |
| 17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings. | Not applicable as the proposed development does not contemplate residential or mixed-use development. | Not Applicable. | 1 | N/A |
| STREET CONNECTIVITY | | | | |
| 18. Infill development increases opportunities for street and pedestrian linkages and connectivity. | Not applicable | Not applicable | 1 | 1 |
| 19. In designated *Greenfield Areas*, street networks and off-road paths:<br>• are *multi-modal and separated by mode* to provide safety and choice to pedestrians and cyclists; and<br>• make clear connections (signage should be incorporated) to existing routes and facilities. | Street networks have been designed to ensure safety for users and adequate signage will be provided. All internal collector roadways have been designed with 3.0m multi-use pathway on both sides providing pedestrian and active transportation connectivity to the external roadway network. The proposed cross section also proposes a 3.0m boulevard separation from the roadway, providing safety and choice to pedestrians and cyclists. Signage to existing and future routes will be incorporated as part of the detailed design process | Transportation Impact Study prepared by Crozier Transportation | | |
| 20. Cul-de-sacs, crescent streets and loop roads are not utilized unless they are located near significant infrastructure, including highways and railways, or near natural features. | A cul-de-sac is proposed for the northern terminus of "Street B". The cul-de-sac will permit service and emergency vehicles such as snowplows, fire trucks and waste collection vehicles to turn around within the public ROW. As the lands to the north develop, Street B has the potential to extend northwards and operate as a continuous north-south collector roadway. No other cul-de-sacs or loop roads are utilized | Traffic Impact Study prepared by Crozier Engineers | 2 | 2 |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|---|---|---|---|---|
| 21. Reverse frontage streets are not utilized. | Reverse frontage streets are not utilized. Buildings are site appropriately. Adequate landscape screening and architectural treatment is provided to improve the relationship to the street. | Master Urban Design Brief prepared by Weston Consulting | 1 | 1 |
| 22. Residential blocks in the proposed development do not exceed 80x180m in size. | Not applicable as the proposed development does not contemplate residential block development. | Not Applicable. | 3 | N/A |
| 23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases. | n/a. 75 per sq.km is inappropriate for an industrial subdivision. Internal intersections are proposed with pedestrian crossings and are appropriate based on the size of the buildings. | Traffic Impact Assessment prepared by Crozier Engineer | 3 | N/A |
| 24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes. | All internal collector roadways have been designed with 3.0m multi-use pathway on both sides. The paths provide pedestrian and active transportation connectivity to the external roadway network, bus stops and the potential park situated in the southwest corner of the subject lands. | Traffic Impact Assessment prepared by Crozier Engineer | n/a | |
| STREETSCAPE CHARACTERISTICS | | | | |
| Pedestrian Amenities | | | | |
| 25. Primary building entrances for Office, Institutional, High Density Residential, Commercial Retail are oriented towards the street and are clearly identifiable and prominent with direct access to the public sidewalk, pedestrian connection and transit facilities. | Buildings shall be designed to optimize their highly visible location. Main building entrances will face and provide access to higher order streets. | MUDB prepared by Weston. Section: 1.5.6 | 2 | 2 |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|---|---|---|---|---|
| 26. All streets in low density residential areas have sidewalks on each side of the street which are at least 1.8 m wide. Where is it only possible to include a sidewalk on one side of the street, ensure it is a minimum of 2.0 metres.<br><br>All streets in medium- and high-density residential neighbourhoods, mixed-use areas and commercial areas have sidewalks on each side that are at least 2.0 m wide. | Not applicable as the proposed development is not located in a low density residential area. | | 1 | 1 |
| 27. A variety of street trees that are hardy, resilient, and low maintenance are planted at regular intervals (as specified by the municipality) adjacent to all streets. | A mix of native and non-native flowering trees will be used as specified by the Town along Airport road and internal roads within the complex. Trees will be selected for hardiness, urban resilience, and low maintenance requirements. Trees will be planted in areas where they do not conflict with utilities, sight lines and where there is adequate root space to foster a healthy growth. | Landscape Plan | 1 | 1 |
| 28. All transit stations, major transit stations and major pedestrian routes have:<br>• weather protection<br>• seating<br>• waste baskets<br>• lighting<br>• route information<br>• bicycle parking | Not applicable | Not applicable | 1 | n/a |
| Cycling Amenities | | | | |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|---|---|---|---|---|
| 29. A connected and destination-oriented bikeway network is provided throughout the community, including a variety of on- and off-street bikeway facilities. These provide an appropriate degree of separation from motorized traffic, taking into account the speed and volume of traffic on the street. These on-street bikeway facilities must include:<br>• bicycle lanes<br>• sharrows<br>• signed routes<br>• multi-use paths on the boulevard<br><br>Where there is a local Bicycle Plan, the bikeway network proposed in the Plan is implemented in the development area, and opportunities to enhance, or connect, the proposed bikeway network are identified. | All internal collector roadways have been designed with 3.0m multi-use pathway on both sides providing cycling connectivity to the external roadway network. These facilities connect to the MUPs located on Airport Road and Mayfield Road. There is no local Bicycle Plan for this area. | Traffic Impact Study prepared by Crozier Transportation | 1 | 1 |
| 30. 90% of the residential dwelling units are within 400m of a continuous and connected bike network. | Not applicable as the proposed development does not contemplate residential dwelling units. | Not Applicable. | 1 | n/a |
| Lighting | | | | |
| 31. Residential and commercial streets in medium- to high-density neighbourhoods have pedestrian-scaled lighting and are limited to a height of 4.6m. | All parking areas, pedestrian areas and building entrances will be well lit. Downward lighting shall be considered to reduce glare and the spillage of light. Detailed lighting design will be provided at the Site Plan application stage. | Urban Design Brief prepared by Weston Consulting | 1 | 1 |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|---|---|---|---|---|
| 32. Lighting and light standards in public outdoor areas, such as pedestrian walkways, plazas, parks, play lots and parking areas, relate to the pedestrian and are limited to a height of 4.6m. | All parking areas, pedestrian areas and building entrances will be well lit. Downward lighting shall be considered to reduce glare and the spillage of light. Detailed lighting design will be provided at the Site Plan application stage. | Urban Design Brief prepared by Weston Consulting | 1 | 1 |
| Traffic Calming | | | | |
| 33. In greenfield development, or where new streets are introduced through infill (re) development, traffic calming is achieved by using any of, but not limited to, the following:<br>• minimum traffic lane widths<br>• minimum number of traffic lanes in the roadway<br>• Pedestrian-priority streets, woonerfs or home-zones (i.e., the speed limit is under 15km/hr and vehicles must yield to pedestrians and cyclists) | Not applicable as traffic calming elements are not required through this development application. The proposed street network has been designed to ensure efficient circulation patterns safety. | Not applicable | 3 | n/a |
| 34. Traffic calming elements are designed to increase comfort and safety for means of active transportation, so as not to unduly create hazards or obstacles for pedestrians or cyclists. | Not applicable as traffic calming elements are not part of the proposed development | Not applicable | n/a | |
| EFFICIENT PARKING | | | | |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|---|---|---|---|---|
| 35. Provide reduced automobile parking ratios for:<br>• buildings and other facilities within 400m of a higher order transit stops; and,<br>• apartments/condominiums offering car share parking spaces. | Not applicable as the proposed development is not located within 400m or a higher order transit stop. | Not Applicable. | 1 | n/a |
| 36. Efficient use of parking is promoted by identifying systems for sharing parking spaces by two or more user groups at different times of the day or week (e.g., weekday use by office staff and evening/weekend use by restaurant clientele). | Parking has been optimized to promote efficiency utilization. An appropriate parking rate has been determined through the Minister's Zoning Order. | Traffic Impact Assessment prepared by Crozier Consulting | 1 | 1 |
| 37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop. | Not applicable as the proposed development does not contemplate residential dwelling units and is not located within 400m or a higher order transit stop. | Not Applicable. | 2 | N/A |
| 38. 50% or more of residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks. | Not applicable as the proposed development does not contemplate residential dwelling units. | Not Applicable. | 2 | N/A |
| 39. For multi-storey residential dwelling units, institutional and employment uses, parking is located away from the street to the rear or to the side, or is located underground. | The development's manufacturing and warehousing industrial use calls for large vehicle parking lots. However, the design strategy is to mitigate views to at-grade parking lots from the pedestrian boulevard with landscaped buffers and breaking long parking rows with landscaped islands and medians. | Master Urban Design Brief prepared by Weston Consulting | 2 | 2 |

| Standard | Demonstration of Standard | Document/Policy Reference | Potential Score | Actual score |
|---|---|---|---|---|
| 40. Where surface parking is provided, it is designed to minimize negative aesthetic and environmental impacts. This can be achieved by incorporating the following into the parking lot design:<br>• pedestrian access, connectivity and circulation<br>• tree planting<br>• landscaping<br>• stormwater management<br>• porous/permeable surfaces<br>• light-coloured materials instead of black asphalt | With respect to site circulation, pedestrian, vehicular and truck circulation are separated as much as possible with minimal conflict. Pedestrian routes will connect parking areas to main building entrances and municipal sidewalks. Detailed sidewalk routes will be provided in more advanced stages of the design. The development concept provides 9 metre landscape buffers along the major roads for buffering of street facing parking areas. Vehicle parking spaces are divided into small clusters and rows with landscaped peninsulas. | Master Urban Design Brief prepared by Weston Consulting | 2 | 2 |

# HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

## DENSITY 5/5

Density targets 5/5

(Tick correct box)

- [x] Greenfield targets
- [ ] Urban Growth Centre targets

## SERVICE PROXIMITY 5/18

| | |
|---|---|
| Transit proximity | /2 |
| Major Transit Station Area targets | /1 |
| Safe & comfortable transit access | 3 /3 |
| Proximity to neighbourhood public services | /2 |
| Proximity to elementary school | /1 |
| Proximity to secondary school | /1 |
| Proximity to park, square or natural space | /2 |
| Proximity to commercial retail | /2 |
| Convenience commercial in key locations | /2 |
| Proximity to employment or urban centre | 2/2 |

## LAND USE MIX 2 /8

| | |
|---|---|
| Employment Lands | 2 /2 |
| Housing diversity | /2 |
| Special Housing | /1 |
| Live-Work units and other employment uses | /2 |
| Retail uses on ground floor | /1 |

## STREET CONNECTIVITY 3/10

Improved connectivity /1

- [ ] Infill development
- [x] Greenfield development

| | |
|---|---|
| Non-grid streets avoided | 2/2 |
| Reverse-frontage streets avoided | 1/1 |
| Small residential blocks | /3 |
| Frequent intersections | /3 |
| Active transportation connectivity | N/A |

## STREETSCAPE CHARACTERISTICS 6/12

| | |
|---|---|
| Linear and nodal commercial development | 2/2 |
| Sidewalks | 1/1 |
| Street trees | 1/1 |
| Transit Station amenities | /1 |
| Connected bike network | 1/1 |
| Proximity to bike network | /1 |
| Lighting on residential/commercial streets | 1/1 |
| Public outdoor lighting | /1 |
| Traffic calming | /3 |
| Traffic calming enhances comfort and safety | N/A |

## EFFICIENT PARKING 5/10

| | |
|---|---|
| Provide reduced parking ratios | /1 |
| Identify systems for shared parking spaces | 1/1 |
| Unbundled parking | /2 |
| Parking location (single-storey residential) | /2 |
| Parking location (other) | 2/2 |
| Above-ground parking design | 2 /2 |

## TOTAL*: 26/32 /63

| | |
|---|---|
| GOLD: | 80-100% |
| SILVER: | 70-79% |
| BRONZE: | 60-69% |
| PASS: | 50-59% |

*Should certain standards not apply, the total score will be reduced accordingly.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