

Application Submitted

TOWN OF CALEDON
PLANNING
RECEIVED
March 13th, 2025

- 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): 14685 Highway 50 (Includes Other Parcels)

Applicant

Name: Michael Bissett Telephone: 416-947-9744 E-mail: mbissett@bousfields.ca Registered Owner: Bolton North Hill Land Owners Group

Proposal Description

Gross Floor Area: TBD Number of Storeys: 2 - 12 storeys Number of Units: 4,446

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

The proposed Bolton North Hill Secondary Plan (BNHSP) will establish a variety of land uses ranging from low, medium and high density, as well as a centralized Mixed Use node. The Secondary Plan will be anchored by a multi-modal transportation network that will prioritize safety for pedestrians, cyclists and vehicle users. Interspersed throughout the BNHSP is a range of community amenities such as parks, open spaces, woodlots and new school sites. A mix of built forms including singles, semis, various townhouses, and low to mid-rise apartments will be established to offer housing for individuals at various stages of life. Finally, the Secondary Plan will ensure appropriate conservation and protection of adjacent natural heritage features such as the Greenbelt, all of which will contribute to the establishment of healthy.

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				
<p>1. All development on Designated <i>Greenfield Areas</i> 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.</p> <p>Where the local municipality has established higher density targets, these higher targets will apply.</p>	<p>The Region of Peel's density target for Greenfield areas is 50 residents and jobs combined per hectare while the Town of Caledon's overall target is a combined 67.5 residents and jobs per hectare.</p> <p>In this regard, the BNHSP is anticipated to achieve a total of 90 residents and jobs per hectare.</p>	<p>Policy 5.4.19.7 RPOP Secondary Plan policy 7.17.4.1.2</p>	5	5
<p>2. All development in Designated <i>Urban Growth Centres</i> in the Region of Peel (i.e., Downtown Brampton, Downtown Mississauga and Intensification Areas) achieves a minimum overall density target of 200 people and jobs per hectare.</p> <p>Where the local municipality has established higher density targets, these higher targets will apply.</p>	<p>N/a - Growth Centre terminology from Growth Plan no longer applicable.</p> <p>The intersection of Emil Kolb Parkway and Highway 50 has been identified as a "Neighbourhood Centre" in the Caledon Official Plan (2024).</p> <p>For density, the BNHSP lands are "designated Greenfield Areas" which are meant to meet or exceed a minimum of 42 residents and jobs per hectare.</p> <p>Currently the BNHSP is anticipated to achieve 90 residents and jobs per hectare.</p>	<p>Caledon OP Policy 4.2.2.3.1</p>		

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.	There are currently no transit stops within the BNHSP Area. However, it is anticipated that 100% of the development will be located within 400m to potential future transit stops located along Emil Kolb Parkway, Highway 50 and interior collector roads. These routes will connect to the future Caledon GO station to the southwest	Appendix 4 - Conceptual Transit Stop Access	2	2
4. Areas within 800m of a <i>Higher Order Transit</i> stop are developed to meet <i>Major Transit Station Area</i> density targets.	N/A - BNHSP will be within approximately 1.6 - 2.0 kilometres of the future Caledon GO Station associated with the Macville Secondary Plan.	n/a	1	n/a
5. Access to transit from the proposed development is safe, attractive and direct for pedestrians: -Pathway to transit site is paved (or equivalent measure) and provides direct access to pedestrians(1 point) -Pathway to transit site contains pedestrian scaled lighting at a height of 4.6 m (1 point) -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 proposed street network will allow for efficient pedestrian movements to major roads such as Emil Kolb Parkway and Highway 50 as well as collector streets to provide access to transit stops. Transit stops are conceptual at this point and it is intended that in future bus routes would connect to the planned Caledon GO station to the southwest. Through secondary plan policies, low impact development features are intended to be accommodated through out future developments to acheive desirable landscape interfaces along sidewalks and large development parcels.	Appendix 4 - Conceptual Transit Stop Access	3	3
Neighbourhood Community and Retail Services				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>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:</p> <ul style="list-style-type: none"> • childcare facility • community garden • hospital or health clinic • public library • place of worship • adult/senior care facility • social service facility • performance or cultural space • post office • recreation centre 	<p>Yes. 75% of the proposed units will be located within 800 metres to at least 3 of the noted planned or existing neighbourhood public services.</p> <p>Opportunities for co-location of facilities such as child care within proposed schools sites could be explored while the mixed use nodes will offer opportunities for personal service uses such as medical clinics, social services, among others.</p>	<p>Appendix 1 - Neighbourhood Service and Commercial Access</p>	<p>2</p>	<p>2</p>
<p>7. 100% of the proposed dwelling units are within 800m of an existing or planned elementary school.</p>	<p>There are two elementary school sites proposed within the concept plan resulting in 90% of units being within 800 metres with the exception of lands at the northeast corner of Columbia Way and Mount Hope Road and portions of the southwest quadrant of Highway 50 and Emil Kolb Parkway.</p>	<p>Appendix 2 - School Access</p>	<p>1</p>	<p>0.5</p>
<p>8. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.</p>	<p>Approximately 80% to 85% of the units, primarily on the east side of Highway 50 and west to the new proposed and intersection along Emil Kolb Parkway, will be within 1.6 km of St Michael Catholic Secondary School</p>	<p>Appendix 2 - School Access</p>	<p>1</p>	<p>0.5</p>
<p>9. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.</p>	<p>Yes, 90% of all units will be located within 400 metres of playing fields, parks, or open spaces. Notably, south of Emil Kolb Road and east of Duffy's Lane is a proposed park which will supports two full baseball diamonds</p>	<p>Appendix 3 - Parks and Open Space Access</p>	<p>2</p>	<p>2</p>

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
10. At least 75% of the proposed dwelling units are within 800m of 5,000m ² 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.	The central Mixed Use node is anticipated to accommodate approximately 4,600 sq.m of retail opportunity as set out in the Arcadis Commercial Impact Study section 5.1. The node is anticipated to accommodate a mix of grocery stores, pharmacy, personal services, among others to serve future residents. A smaller scale commercial block is located to the west on Duffy's Lane to service the BNHSP. In total, 95% of the dwelling units will have access to these commercial uses.	Arcadis Commercial impact Study	2	1.5
11. <i>Convenience commercial uses</i> are present in key locations, including <i>greyfield areas, intensification areas and corridors and greenfield areas</i> .	As noted above, in addition to the central mixed use node, a smaller scale commercial block is located on Duffy's Lane. It is also noted that the permitted land uses in the Secondary Plan and enforce zoning by-laws would permit an of uses	Arcadis Commercial impact Study	2	2
Employment				
12. The development is within 10km (i.e., a 30 minute transit trip) of an existing or planned employment centre or urban centre.	Yes, the BNHSP is located within 2.75 km of the Bolton Employment area to the southwest and 1.8 km to Bolton's Downtown.	Appendix 5 - Commercial and Employment Access	2	2
LAND USE MIX				
13. <i>Employment lands</i> include small scale amenity retail and services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement.	Yes, the central mixed use node will accommodate small scale amenities and services which will have access to future planned transit stops.	Appendix 5 - Commercial and Employment Access	2	2
14. In combination, the following housing type groups make up at least 50% of the total units: <ul style="list-style-type: none"> • townhouses and multiplex • apartment buildings 	Yes, of the 4,446 units, approximately 70% are anticipated to be comprised of various townhouse typologies and a mix of low-rise apartments and mixed use buildings. 1,278 units – Single detached dwellings 1,762 units – Townhouses / Back-to-Backs 736 units – Medium Density Townhouses / Low-rise Apartments 669 units – Apartments / Mixed Use Buildings	See Planning Addendum Cover Letter for updated stats of Concept Plan	2	2

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.	The proposed Secondary Plan policies encourage a variety of unit types to be provided to accommodate future residents at all stages of life. Specific development of seniors housing or affordable housing are discussed in the Secondary Plan policies and would be determined through future planning applications.	Secondary Plan Policy 7.17.5.6	1	0.5
16. <i>Live-work units</i> and other employment-related uses compatible with residential uses are included in the proposed development.	The in-force zoning by-laws allow for live-work uses to occur in the BNHSP area.	Refer to By-law 2024-052	2	2
17. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	Retail uses are encouraged to be located at grade within the mixed use node which will support higher density built form.	Secondary Plan Policy 7.17.5.5	1	1
STREET CONNECTIVITY				
18. Infill development increases opportunities for street and pedestrian linkages and connectivity.	The concept plan illustrates a series of local roads that provide access throughout the BNHSP. In addition, potential locations for multi-use paths along collector roads, and trails into parks and SWM ponds have been considered to increase connectivity.	Refer to detailed concept plan.		
19. In designated <i>Greenfield Areas</i> , street networks and off-road paths: <ul style="list-style-type: none"> • are <i>multi-modal and separated by mode</i> to provide safety and choice to pedestrians and cyclists; and • make clear connections (signage should be incorporated) to existing routes and facilities. 	Similar to above, the BNHSP is anchored by a collector road network that extends into the various quadrants surrounding the mixed use node of Emil Kolb Parkway and Highway 50. The intent of these streets, in addition to future local roads secured through future draft plan of subdivision applications, is to create safe connections that cater to all road users. This objective is reinforced in Secondary Plan policies for the BNHSP.	Secondary Plan Policy 7.17.9.6 and 7.17.9.7	1	1
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.	Cul-de-sacs and loop roads have not been contemplated in the proposed concept plan and road network. An interim cul-de-sac may be required at the eastern extent of Emil Kolb Parkway before connecting to Mount Hope Road to the east.	Refer to detailed concept plan.	2	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
21. Reverse frontage streets are not utilized.	Reverse frontages are not contemplated in the BNHSP.	Refer to concept plan	1	1
22. Residential blocks in the proposed development do not exceed 80x180m in size.	Generally, the residential blocks for low density and medium density land use have a depth of 56 metres (28 metres per parcel) and a length of 140-180 metres. There are approximately 6 blocks within the medium density and low density category in excess of 180 metres which could explore mid-block connections in future Draft Plan of subdivision application.		3	3
23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.	Intersections within the BNHSP are frequent resulting in a fine grain road pattern that decreases in block sizes. With regard for intersections per km. the proposal establishes approx 65 intersections per sq.km. which is anticipated to increase as the mixed use node interior roads continue to be refined through future draft plan of subdivisions.	Refer to concept plan	3	3
24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes.	Yes, the pedestrian network will establish sidewalks, potential bike lanes, paths and pedestrian connections, to allow access to nearby open spaces and parks. This is further specified in draft Secondary Plan policies.	Refer to concept plan	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.	The primary entrances of buildings located within the Mixed Use quadrants which includes medium and high density residential blocks will be oriented towards collector roads as well as Emil Kolb Parkway and Highway 50 when appropriate. Access to sidewalks and future transit stops will be convenient.		2	2

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>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.</p> <p>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.</p>	<p>Local road with right of way widths of 18.0m will have sidewalks on both sides of the street with minimum widths of 1.8 metres.</p> <p>Collector roads will have sidewalks on both sides of the street with minimum widths of 20.0 m.</p>	<p>Crozier Transportation Assessment February 2025.</p>	<p>1</p>	<p>1</p>
<p>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.</p>	<p>Street trees will be provided on all local streets and collector roads as identified in Crozier cross-sections in Appendix J.</p>	<p>Crozier Transportation Assessment February 2025.</p>	<p>1</p>	<p>1</p>
<p>28. All transit stations, major transit stations and major pedestrian routes have:</p> <ul style="list-style-type: none"> • weather protection • seating • waste baskets • lighting • route information • bicycle parking 	<p>In order to achieve both town and regional objectives for active transportation, where feasible, proposed transit stops along Emil Kolb Parkway and Highway 50, will implement weather protection, waste baskets, lighting, route information and seating. Other roads including collector roads will provide these features where deemed appropriate.</p> <p>Bicycle parking will be considered in specific development applications and is likely to be concentrated in higher density blocks and the mixed use node.</p>	<p>Appendix 4 - Conceptual Transit Stop Access</p>	<p>1</p>	<p>1</p>
<p>Cycling Amenities</p>				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>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:</p> <ul style="list-style-type: none"> • bicycle lanes • sharrows • signed routes • multi-use paths on the boulevard <p>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.</p>	<p>The Bolton North Hill Secondary Plan will establish a fine grain road network that offers convenient connections to adjacent amenities such as parks, opens spaces, commercial retail opportunities and schools.</p> <p>The creation of additional local collector roads to provide alternative routes from Emil Kolb and Highway 50 will allow for safe and convenient connections throughout the community. Bicycle lanes and multi use trails have been designed in the Transportation Assessment Appendix J.</p>	<p>Crozier Transportation Assessment February 2025.</p>	<p>1</p>	<p>1</p>
<p>30. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.</p>	<p>It is anticipated that approximately 90% of units will be within 400 metres of a cycling network and local trails. It is anticipated that cycling tracks will operate along the new local collector roads and feed into specific parks and open spaces.</p>	<p>See concept plan for proposed trail routes.</p>	<p>1</p>	<p>1</p>
<p>Lighting</p>				
<p>31. Residential and commercial streets in medium- to high-density neighbourhoods have pedestrian-scaled lighting and are limited to a height of 4.6m.</p>	<p>Lighting will be designed with regard for its specific context to achieve safety for all users. Where feasible, light standards will be limited to a height of 4.6 metres. This level of design would be further explored in Site Plan Applications.</p>	<p>Crozier Appendix J.</p>	<p>1</p>	<p>0.5</p>

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>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.</p>	<p>Lighting in public outdoor areas including parks, open spaces and walkways will be designed in consultation with Town Staff and determined through associated Site Plan Applications or park design processes.</p> <p>A facility fit plan has been prepared identifying various programs and could be further refined to indicate potential lighting needs as required.</p>	<p>Refer to Crozier Appendix J.</p>	<p>1</p>	<p>0.5</p>
<p>Traffic Calming</p>				
<p>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:</p> <ul style="list-style-type: none"> • minimum traffic lane widths • minimum number of traffic lanes in the roadway • Pedestrian-priority streets, woonerfs or home-zones (i.e., the speed limit is under 15km/hr and vehicles must yield to pedestrians and cyclists) 	<p>The Bolton North Hill Secondary Plan will incorporate multiple traffic calming measures such as a fine grain street network to disperse traffic flows, material or visual cues for key intersections for pedestrian and cyclist crossings, appropriate signalized intersections, landscaped public realms and minimum lane widths.</p> <p>The intent remains to create a connected network that makes residents of all ages feel comfortable while circulating their neighbourhood.</p> <p>Further design of ROWs has been provided which includes on street parking, bicycle lanes and street trees. Future Draft Plan of Subdivisions will secure public right of ways and private streets within the mixed use nodes can offer additional opportunities for traffic calming.</p>	<p>See conceptual plan</p>	<p>3</p>	<p>3</p>
<p>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.</p>	<p>Street ROWs will be designed to prioritize comfort and safety of pedestrians while not creating obstacles that would be detrimental to other methods of travel such as vehicles or cyclists. Detailed ROW designs have been included by Crozier in Appendix J and contemplate a mix of on-street painted bike lanes and separated multi use trails up to 3.0 metres in width.</p>	<p>Refer to Crozier Appendix J.</p>	<p>n/a</p>	<p style="background-color: red;"> </p>
<p>EFFICIENT PARKING</p>				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>35. Provide reduced automobile parking ratios for:</p> <ul style="list-style-type: none"> • buildings and other facilities within 400m of a higher order transit stops; and, • apartments/condominiums offering car share parking spaces. 	<p>It is noted that the BNHSP is not located within 400m of the future Caledon GO station.</p> <p>However, higher density blocks will consider parking reductions and car-share where appropriate which will be supporting by a Transportation justification report.</p>	<p>Secondary Plan Policy 7.17.9.5.2</p>	<p>1</p>	<p>0.5</p>
<p>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).</p>	<p>The reduction of parking ratios would place more emphasis on walkability, active methods of transportation and public transit to support both Town and Region goals. Reducing parking ratios can also be more cost effective by removing levels of below grade parking.</p> <p>It is also acknowledged that mixed use buildings may offer shared visitor and commercial/retail parking spaces as a strategy to reduce the overall rates.</p>	<p>Secondary Plan Policy 7.17.9.5.2</p>	<p>1</p>	<p>1</p>
<p>37. Provide unbundled parking for 50% of multi-family dwelling units within 400m of a higher-order transit stop.</p>	<p>n/a - BNHSP is not located within 400 m of Caledon GO.</p>		<p>2</p>	<p>n/a</p>
<p>38. 50% or more of residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.</p>	<p>Approximately 70% of units are contemplated to be in the form of various townhouses, low-rise apartments and mid-rise buildings. Rear lane access for townhouses within medium density blocks where appropriate while single-detached and semi-detached dwellings will provide traditional front yard driveways.</p>	<p>Refer to concept plan</p>	<p>2</p>	<p>2</p>
<p>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.</p>	<p>Mutli-storey residential buildings will incorporate underground parking where feasible and locate loading spaces and parking to be screened from the public view.</p>	<p>Secondary Plan Policy 7.19.9.9</p>	<p>2</p>	<p>2</p>

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>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:</p> <ul style="list-style-type: none"> • pedestrian access, connectivity and circulation • tree planting • landscaping • stormwater management • porous/permeable surfaces • light-coloured materials instead of black asphalt 	<p>Surface parking is anticipated to be located within the mixed use node associated with commercial and retail uses as well as school blocks.</p> <p>The proposed surface parking (where necessary) will ensure appropriate connections and conditions of parking lots are achieved through the implementation of varied materials and/or markings for pedestrian movement, trees and plantings to reduce the urban heat island effect and where feasible, incorporate permeable materials to minimize surface run off in to nearby tributaries.</p>	<p>Secondary Plan Policy 7.17.9.9</p>	<p>2</p>	<p>2</p>

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

DENSITY

Density targets

- (Tick correct box)
- Greenfield targets
- Urban Growth Centre targets

5 /5

5 /5

SERVICE PROXIMITY

Transit proximity

2 /2

Major Transit Station Area targets

1 /1

Safe & comfortable transit access

3 /3

Proximity to neighbourhood public services

2 /2

Proximity to elementary school

0.5/1

Proximity to secondary school

0.5 /1

Proximity to park, square or natural space

2 /2

Proximity to commercial retail

1.5 /2

Convenience commercial in key locations

2 /2

Proximity to employment or urban centre

2 /2

16.5 /18

LAND USE MIX

Employment Lands

2 /2

Housing diversity

2 /2

Special Housing

0.5 /1

Live-Work units and other employment uses

2 /2

Retail uses on ground floor

1 /1

7.5 /8

STREET CONNECTIVITY

Improved connectivity

1 /1

Infill development

Greenfield

development

Non-grid streets avoided

2 /2

Reverse-frontage streets avoided

1 /1

Small residential blocks

3 /3

Frequent intersections

3 /3

Active transportation connectivity

N/A

10 /10

STREETSCAPE CHARACTERISTICS

11 /12

Linear and nodal commercial development

2 /2

Sidewalks

1 /1

Street trees

1 /1

Transit Station amenities

1 /1

Connected bike network

1 /1

Proximity to bike network

1 /1

Lighting on residential/commercial streets

0.5 /1

Public outdoor lighting

0.5 /1

Traffic calming

/3

Traffic calming enhances comfort and safety

N/A

EFFICIENT PARKING

8 /10

Provide reduced parking ratios

1 /1

Identify systems for shared parking spaces

1 /1

Unbundled parking

n/a /2

Parking location (single-storey residential)

2 /2

Parking location (other)

2 /2

Above-ground parking design

2 /2

TOTAL*:

60 /61

GOLD:

80-100%

SILVER:

70-79%

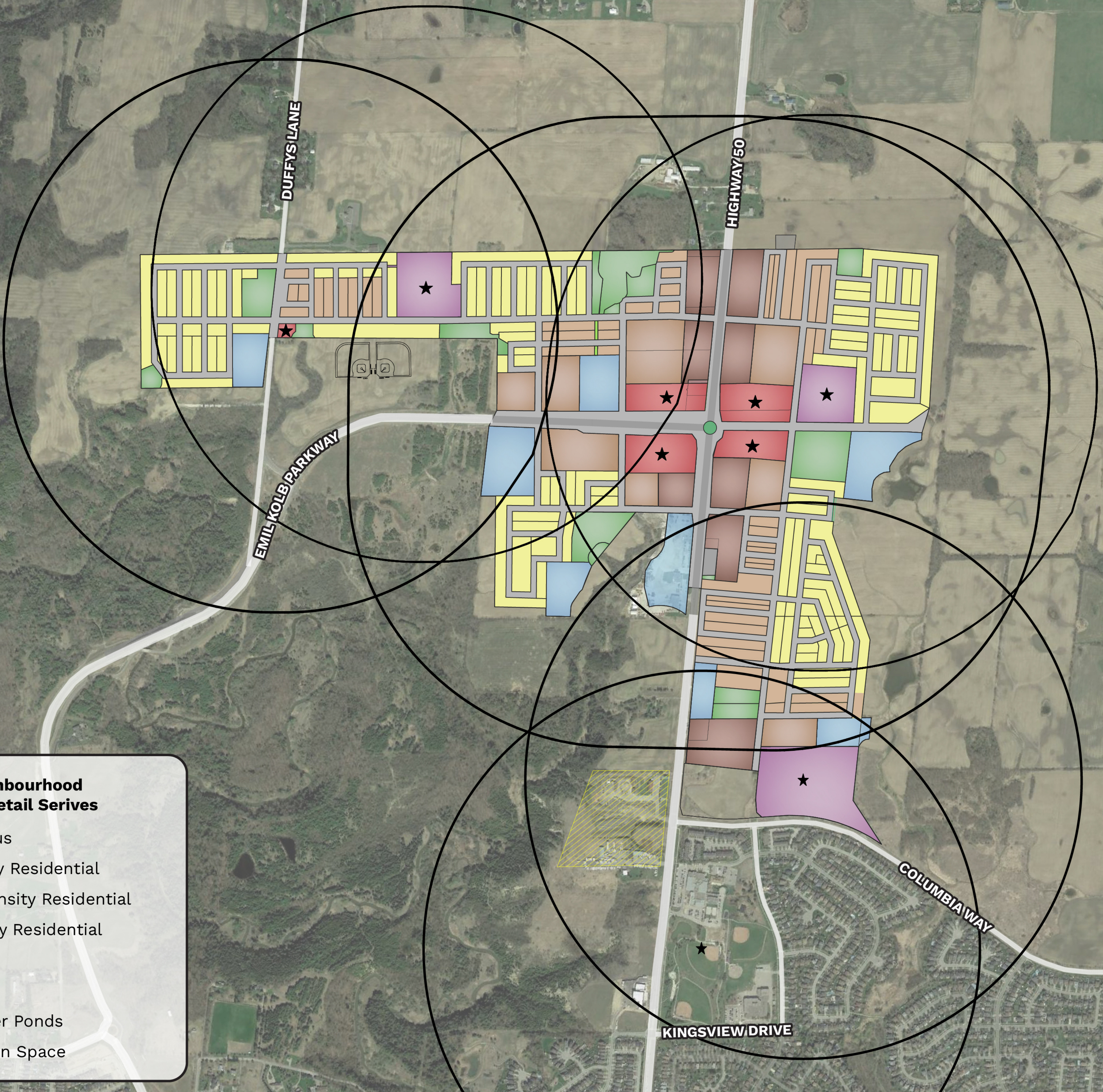
BRONZE:

60-69%



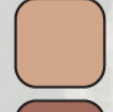
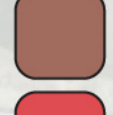

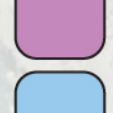

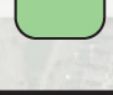
PASS:

50-59%

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



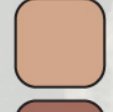
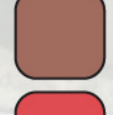

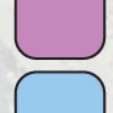

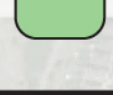


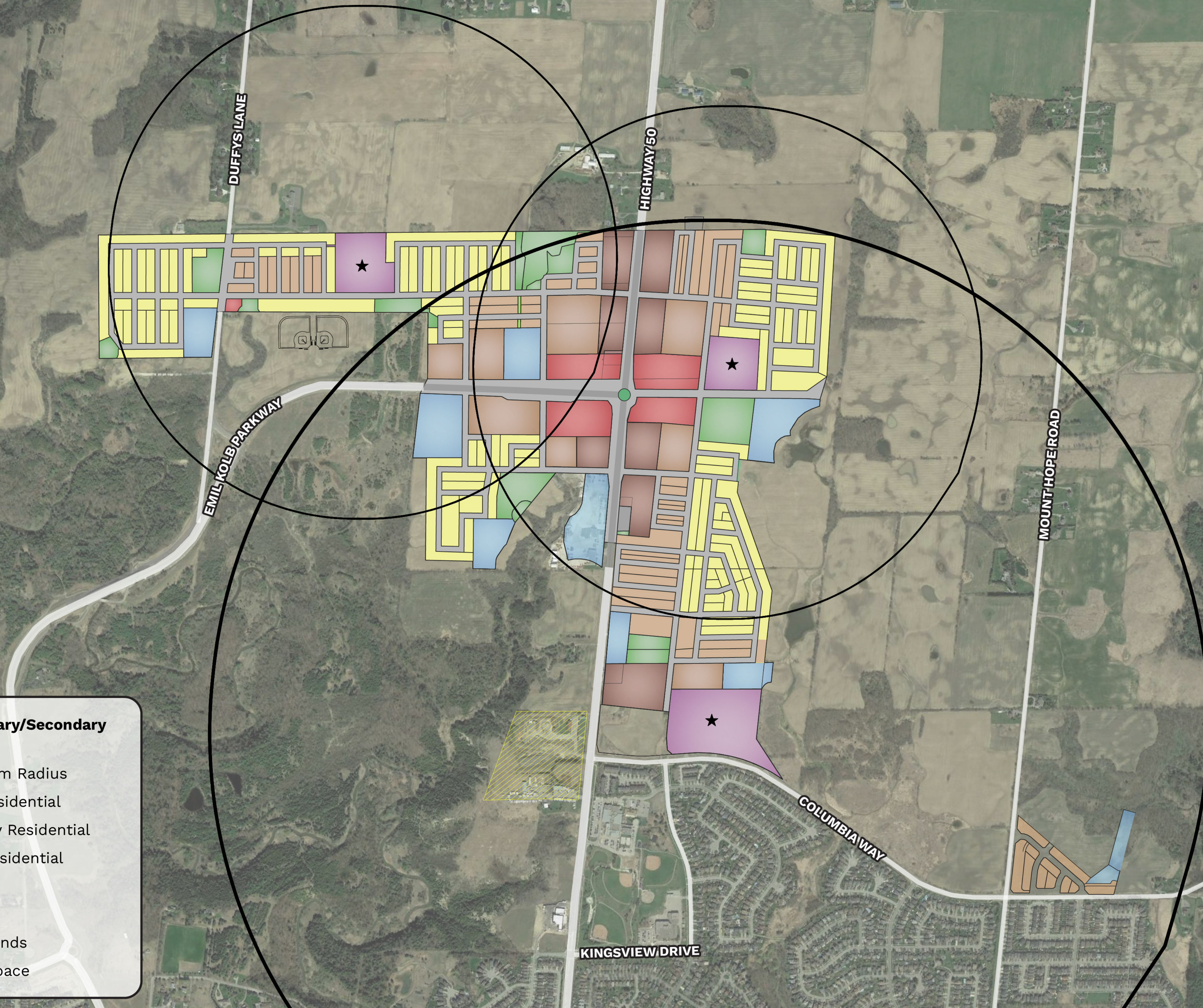
Appendix 1 - Neighbourhood Community and Retail Serves

-  800m Radius
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Mixed-Use
-  School
-  Storm Water Ponds
-  Parks / Open Space





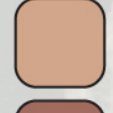
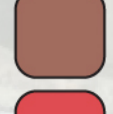

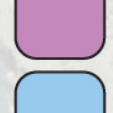

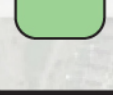
Appendix 2 - Elementary/Secondary School Access

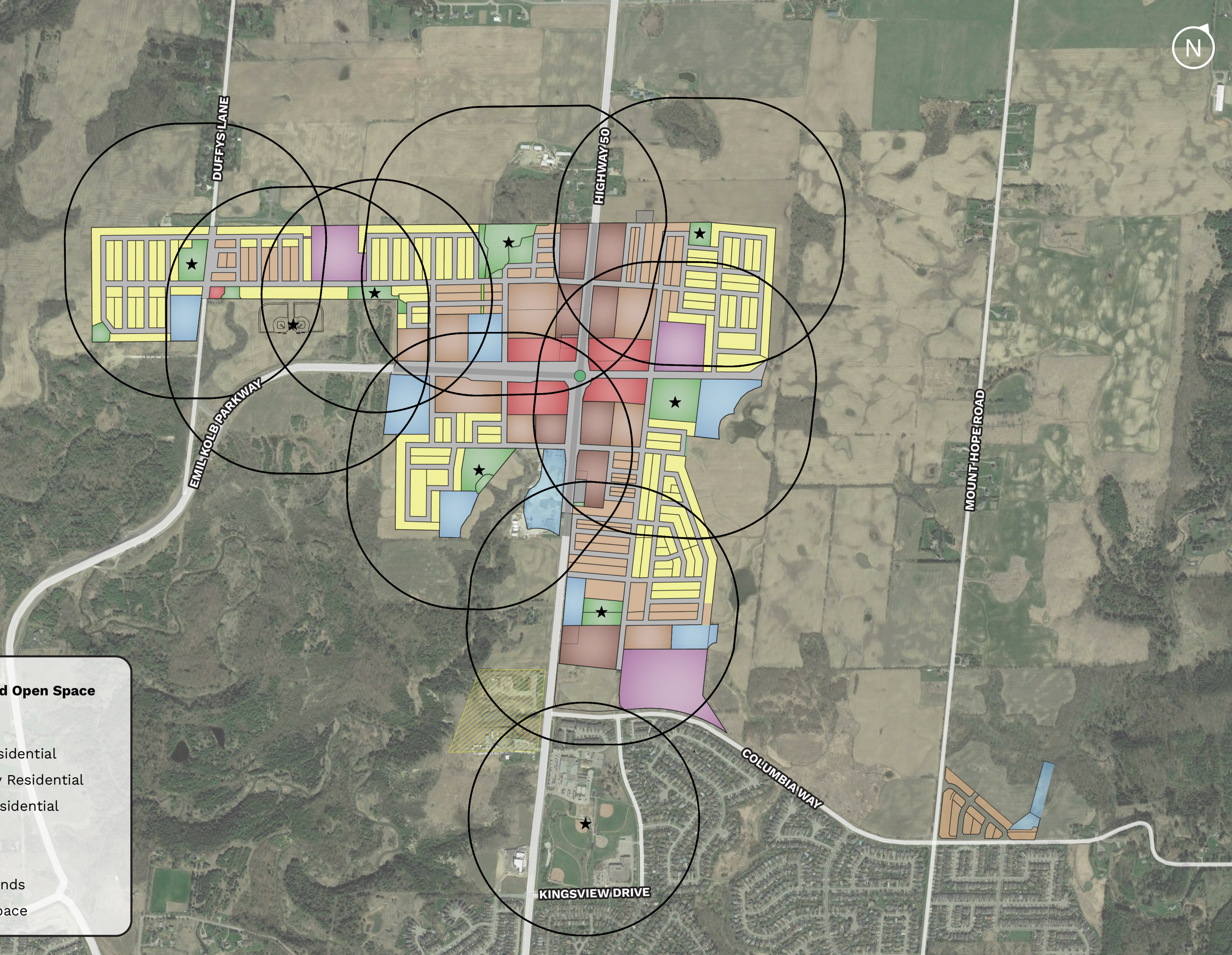
-  800m and 1600m Radius
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Mixed-Use
-  School
-  Storm Water Ponds
-  Parks / Open Space

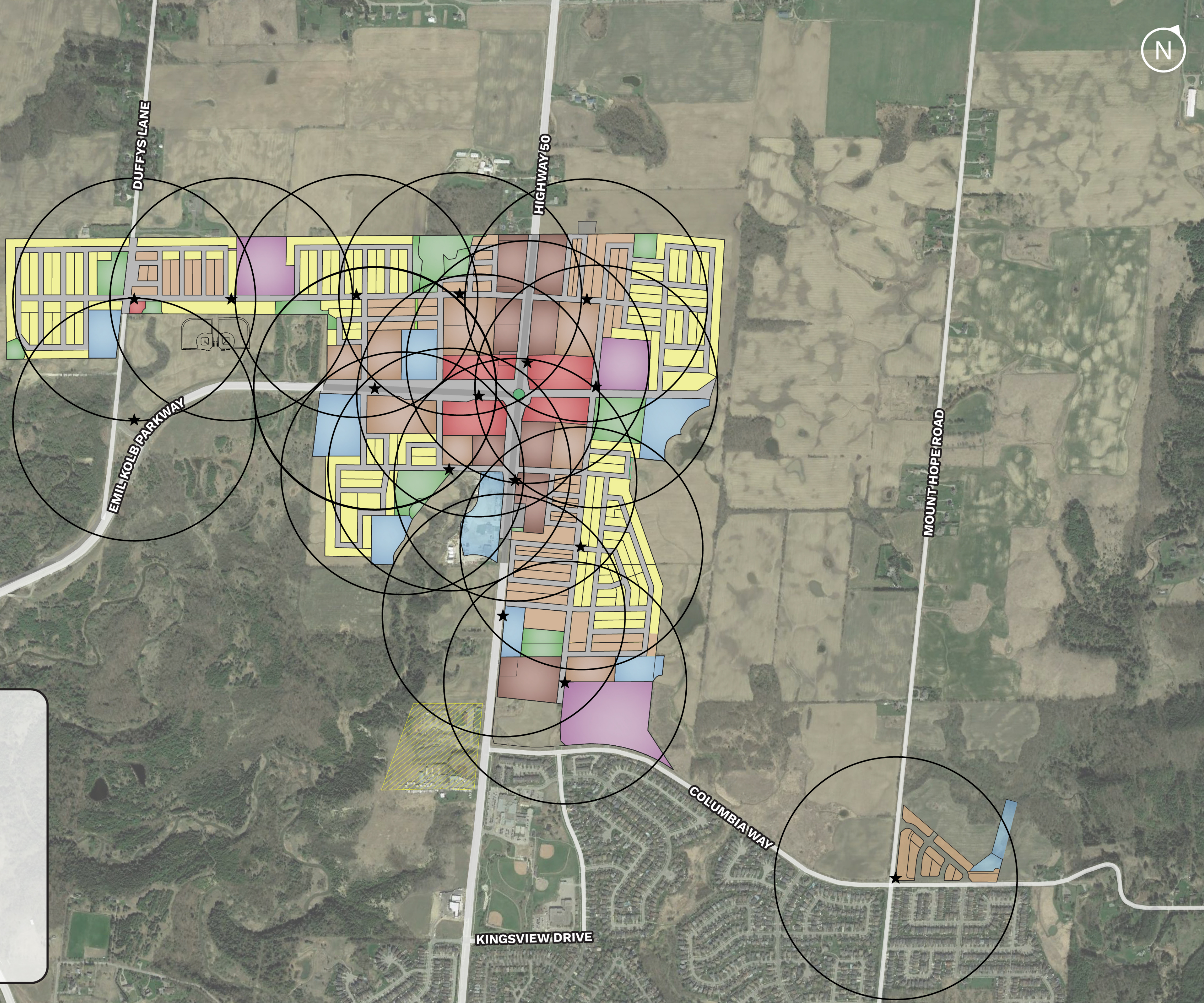











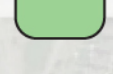
Appendix 3 - Parks and Open Space

-  400m Radius
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Mixed-Use
-  School
-  Storm Water Ponds
-  Parks / Open Space





Appendix 4 - Hypothetical Transit Stop

-  400m Radius
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Mixed-Use
-  School
-  Storm Water Ponds
-  Parks / Open Space