

## 4.2.2 TOD Assessment Tool

### Parker Lands / Fulton Grove

When reviewing a potential project within a TOD, it should be assessed against the TOD Station Area Plan to ensure consistency. The following tool is intended to guide communities in reviewing proposed projects, and as a basis for constructive dialogue.

Within an easy walk of a major transit stop [e.g., 400 to 800 metres (1/4 - 1/2 mile)], consider the following:

#### Land Use

- Are key sites designated for “transit-friendly” uses and densities (walkable, mixed-use, not dominated by activities with significant automobile use) ?
- Are “transit-friendly” land uses permitted outright, not requiring special approval?
- Are higher densities near transit?
- Are multiple compatible uses permitted within buildings near transit?
- Are the first floor uses “active and pedestrian-oriented”?
- Is a mix of uses generating pedestrian traffic concentrated within walking distance of transit?
- Are auto-oriented uses discouraged near transit?
- Is it rezoned for TOD?



## Site & Building Design



- Are the buildings and primary entrances sited and oriented to be easily accessible from the street?
- Do the designs of buildings and the spaces around them allow direct pedestrian movement between transit, mixed land uses, and surrounding areas?
- Does the site's design allow for the intensification of densities over time?
- Do buildings incorporate architectural features that convey a sense of place and relate to the street and the pedestrian environment?
- Are amenities, such as storefront windows, awnings, architectural features, lighting, seating, and landscaping, provided to help create a comfortable pedestrian environment along and between buildings?
- Are there sidewalks along the site frontage? Do they connect to sidewalks and streets on adjacent and nearby properties?
- Are there trees sheltering streets and sidewalks? Pedestrian-scale lighting? Place for people to sit and mingle?
- Are buildings and parks used to provide a focal point or anchor the area?

## Street Patterns & Parking

- Are parking requirements reduced in close proximity to transit, compared to the norm?
- In high density areas, is structured parking encouraged over surface parking?
- Is the parking located to the rear or to the side of the buildings?
- Is secure and convenient bicycle parking available?
- Are street patterns based on an interconnected system that simplifies access for all modes?
- Are pedestrian routes buffered from fast-moving traffic and parking areas?
- Is some short-term parking allowed in front of street-fronting retail?