PEEL HEALTHY DEVELOPMENT ASSESSMENT (SMALL-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.

	7. 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. 1. AND USE MIX 8. Employment lands include small scale amenity retail and services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement. 9. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings. 5. REELISCAPE CHARACIERISTICS Pedestrian Amenities 10. 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. Cycling Amenities 11. 90% of the residential dwelling units are within 400m of a continuous and connected	The units are within 600m of the service and retail space located at the intersection of King Street W. and Queen Street. Not Applicable as the subject property is not designated as Employment lands. The site is within 100m of Ted Houston Memorial Park which is a major public open space that provides linkage to cycling paths The proposal will include a lighting to the specifications of the Town Urban Design Guidelines.		2 N/A 2
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Standard	Demonstration of Standard	Document/Policy	Potential	Actual
		Reference	Score	score
areas, relate to the pedestrian				
and are limited to a height of				
4.6m.				
EFFICIENT PARKING				
13. Where Zoning By-laws permit,				
provide reduced automobile	The country is a second by Tarking Indian and			
parking ratios for:	The concept plan is supported by a Traffic Impact, Parking and			
 buildings and other facilities 	Transportation Demand Management Study which provides			
within 400m of a higher	strategies to reduce dependency on single occupancy vehicle		_	ᆫ
order transit stops; and,	traffic and encourage care sharing. A reduction in parking			
 apartments/condominiums 	spaces will require support from Town staff.			
offering car share parking				
spaces.				
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).				
Provide preferential parking				
for car pool and car share	Car pool and car share parking was considered in the			
vehicles.	development of the concept plan and will be further considered		_	1
	upon submittal of a site plan application.			
16. Provide unbundled parking for				
multi-family dwelling units	The site is not within 400m of the planned Go Transit Station		N / N	
within 400m of a higher-order	location.		N/A	
transit stop.				
17. Medium to high density				
residential dwelling units				
provide access to parking via				
rear alleys or laneways, with no			2	
parking in their front setbacks.				
18. For institutional and				
employment uses, parking is				

Standard	Demonstration of Standard	Document/Policy	Potential	Actual
located away from the street to the rear or to the side, or is located underground.				
19. 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: • pedestrian access, connectivity and circulation • tree planting • landscaping • stormwater management • porous/permeable surfaces • Light-coloured materials	The surface parking provided on the site incorporates pedestrian access on a permeable path that surrounds the site and connects to the parking area. The surface parking is screened from Nancy street with a garden that will assist with the management of stormwater. Also tree planting is included throught the area provided for surface parking. 34% of the site is landscaped.		-	H
20. The development must meet or exceed the higher of: a. Local bicycle parking requirements (provided in local Zoning By-laws or bicycle master plans); or b. The Minimum Bicycle Parking Standards outlined on page 10 of the User Guide.	The development will meet the required bicycle parking requirements and standards by providing spaces on the surface near the entrance of the building as well as in the underground parking facility.		_	ı

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

Transit proximit Major Transit St Safe & comforta Proximity to ele Proximity to sec	ation Area targets able transit access mentary school condary school rk, square or natural space	5 /9 1 /2 /1 N/A /1 /1 2 /2 2 /2
Employment La Retail uses on g	nds	/4 /2 /2
STREETSC Street trees Public outdoor Cycling Amenit		4 /4 1 /1 1 /1 2 /2
Provide for reduldentify systems Car pool and ca Unbundled par Parking location (Tick correct box)	king n Jesidential Other	5 /8 1 /1 1 /1 1 /1 /1 /2
Above-ground Bicycle parking	parking design	1 /1 1 /1
GOLD: SILVER:	It is of our opinion that Standard 2 and 8 are not applicable, thus reducing the total possible score to 22 resulting in a score of 12/22. This would result in a score percentage of 63.6%	14 /25 80-100% 70-79%
BRONZE: PASS:		70-69% 50-59%

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