

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.

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
SERVICE PROXIMITY				
Transit				
1. At least 50% of the development's proposed dwelling units are situated within 200m of a planned or existing transit stop.	The proposed units will be approx. 298m from the King St. E. @ Chapel Rd. transit stop and approx. 463m from the Queen St. @ Mill St. station.		2	1
2. Areas within 400m of a Higher Order Transit stop are developed to meet Major Transit Station Area density targets.			1	
3. Access to transit from the proposed development is safe, attractive and direct for pedestrians.	Nancy St. connects the site to King St. and Queen St. where sidewalks lead to the transit stops.		n/a	
Neighbourhood Community and Retail Services				
4. 100% of the proposed dwelling units are within 800m of an existing or planned elementary school.			1	
5. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.			1	
6. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.	100% of the dwelling units will be within 100m of Ted Houston Memorial Park		2	2

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7. 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 units are within 600m of the service and retail space located at the intersection of King Street W. and Queen Street.		2	2
LAND USE MIX				
8. <i>Employment lands</i> include small scale amenity retail and services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement.	Not Applicable as the subject property is not designated as Employment lands.		N/A	
9. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.			2	
STREETSCAPE CHARACTERISTICS				
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 bike network.	The site is within 100m of Ted Houston Memorial Park which is a major public open space that provides linkage to cycling paths		2	2
Lighting				
12. Lighting and light standards in public outdoor areas, such as pedestrian walkways, plazas, parks, play lots and parking	The proposal will include a lighting to the specifications of the Town Urban Design Guidelines.		1	1

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<p>areas, relate to the pedestrian and are limited to a height of 4.6m.</p>				
EFFICIENT PARKING				
<p>13. Where Zoning By-laws permit, 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>The concept plan is supported by a Traffic Impact, Parking and Transportation Demand Management Study which provides strategies to reduce dependency on single occupancy vehicle traffic and encourage care sharing. A reduction in parking spaces will require support from Town staff.</p>		1	1
<p>14. 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>			1	
<p>15. Provide preferential parking for car pool and car share vehicles.</p>	<p>Car pool and car share parking was considered in the development of the concept plan and will be further considered upon submittal of a site plan application.</p>		1	1
<p>16. Provide unbundled parking for multi-family dwelling units within 400m of a higher-order transit stop.</p>	<p>The site is not within 400m of the planned Go Transit Station location.</p>		N/A	
<p>17. Medium to high density residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.</p>			2	
<p>18. For institutional and employment uses, parking is</p>				

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<p>located away from the street to the rear or to the side, or is located underground.</p> <p>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:</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>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 throughout the area provided for surface parking. 34% of the site is landscaped.</p>		1	1
<p>20. The development must meet or exceed the higher of:</p> <ol style="list-style-type: none"> 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. 	<p>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.</p>		1	1

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

SERVICE PROXIMITY

Transit proximity	5 /9
Major Transit Station Area targets	1 /2
Safe & comfortable transit access	/1
Proximity to elementary school	N/A
Proximity to secondary school	/1
Proximity to park, square or natural space	/1
Proximity to commercial retail	2 /2
	2 /2

LAND USE MIX

Employment Lands	/4
Retail uses on ground floor	/2
	/2

STREETSCAPE CHARACTERISTICS

Street trees	4 /4
Public outdoor lighting	1 /1
Cycling Amenities	1 /1
	2 /2

EFFICIENT PARKING

Provide for reduced parking ratios	5 /8
Identify systems for shared parking spaces	1 /1
Car pool and car share	1 /1
Unbundled parking	1 /1
Parking location	/1
	/2

(Tick correct box) Residential
 Other

Above-ground parking design	1 /1
Bicycle parking	1 /1

TOTAL*:

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%

GOLD:	14 /25	80-100%
SILVER:		70-79%
BRONZE:		70-69%
PASS:		50-59%

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