

Healthy Development Assessment

12148 Albion Vaughan Road

January 2021

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.	No, but the proposed dwellings are located 300m away.		2	1
2. Areas within 400m of a <i>Higher Order Transit</i> stop are developed to meet <i>Major Transit Station Area</i> density targets.	No		1	0
3. Access to transit from the proposed development is safe, attractive and direct for pedestrians.	N/A		N/A	0
Neighbourhood Community and Retail Services				
4. 100% of the proposed dwelling units are within 800m of an existing or planned elementary school.	No, the nearest elementary school is 2.8km away.		1	0
5. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.	No, the nearest secondary school is 5.7km away.		1	0
6. At least 90% of the proposed dwellings are situated within 400m of a playing field, park, square or natural open space.	No, the closest outdoor park is 2.5km away.		2	0
7. At least 75% of the proposed dwelling units are within 800m or 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.	No, (400m) but not 5000 m ² .		2	1
SERVICE PROXIMITY SCORE: 2/9				
LAND USE MIX				
8. Employment lands include small scale amenity retail and services, are serviced by	The entire development is adjacent to an	L2-01 – Pedestrian & Trail Linkages Plan	2	2

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transit and have infrastructure which encourages pedestrian and cyclist movement.	official Caledon future cycling route.			
9. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	No	N/A	2	0
LAND USE MIX SCORE: 2/4				
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.	Trees have been provided where feasible but are limited due to existing drainage swale in the boulevard.	L1-01 – Landscape Plan	1	0.5
Cycling Amenities				
11. 90% of the residential dwelling units are within 400m of a continuous and connected bike network	The entire development is adjacent to an official Caledon future cycling route.	L2-01 – Pedestrian & Trail Linkages Plan	1	1
Lighting				
12. 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	Public amenities and walkways will be adequately lit with a variety of lighting solutions including bollards, pedestrian light standards, wall packs, etc.	L1-01 Landscape Plan; & Electrical Plan	2	2
STREETSCAPE CHARACTERISTICS SCORE: 3.5/4				
EFFICIENT PARKING				
13. Where Zoning By-laws permit, provide reduced automobile parking ratios for: <ul style="list-style-type: none"> • Buildings and other facilities within 400m of a higher order transit stops; and, 	No		1	0

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<ul style="list-style-type: none"> • Apartments/condominiums offering car share parking spaces. 				
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).	No		1	0
15. Provide preferential parking for car pool and car share vehicles.	Yes - two parking spaces on surface are designated as car pool spaces.	Site plan	1	1
16. Provide unbundled parking for multi-family dwelling units within 400m of a higher-order transit stop.	No		1	0
17. Medium to high-density residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.	Yes – majority of parking other than visitor parking is underground.	Site Plan	2	2
18. For institutional and employment uses, parking is located away from the street to the rear or to the side, or is located underground.	Yes – majority of parking other than visitor parking is underground.	Site plan	1	1
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: <ul style="list-style-type: none"> • Pedestrian access, connectivity and circulation • Tree planting • Landscaping • Stormwater management 	All surface parking has been kept to a minimum with parking area broken up in central court to minimize impact.	Site plan	1	1

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<ul style="list-style-type: none"> • Porous/permeable surfaces • Light-coloured materials instead of black asphalt 				
<p>20. The development must meet or exceed the higher of:</p> <p style="padding-left: 20px;">a) Local bicycle parking requirements (provided in local Zoning By-laws or bicycle master plans); or</p> <p style="padding-left: 20px;">b) The Minimum Bicycle Parking Standards outlined on Page 10 of the User Guide.</p>	<p>The development exceeds the min. bicycle parking standards outlined on page 10 of the user guide (a total of 30 spaces have been provided)</p> <p>Requirement: = 2 + 0.05*bedrooms = 2 +0.05*240 = 14</p>	L1-01 Landscape Plan	1	1
EFFICIENT PARKING SCORE: 6/8				
TOTAL HEALTHY DEVELOPMENT ASSESSMENT SCORE: 13.5/25 - 54%				

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HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

SERVICE PROXIMITY 2/9

Transit Proximity	1/2
Major Transit Station area targets	0/1
Safe & comfortable transit access	N/A
Proximity to elementary school	0/1
Proximity to secondary school	0/1
Proximity to park, square or natural space	0/2
Proximity to commercial retail	1/2

LAND USE MIX 2/4

Employment Lands	2/2
Retail uses on ground floor	0/2

STREETScape CHARACTERISTICS 3.5/4

Street trees	0.5/1
Public outdoor lighting	1/1
Cycling Amenities	2/2

EFFICIENT PARKING 6/8

Provide for reduced parking ratios	0/1
Identify systems for shared parking spaces	0/1
Car pool and car share	1/1
Unbundled parking	0/1
Parking location	2/2
Residential	1/1
Other	
Above-ground parking design	1/1
Bicycle parking	1/1

TOTAL: 13.5/25 – 54%