

## Application Submitted

**DRAFT**

- 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): \_\_\_\_\_

### Applicant

Name: Jason Afonso Telephone: (416) 315-3284 E-mail: jasona@gsai.com Registered Owner: Alloa Landowners Group

### Proposal Description

Gross Floor Area: N/A Number of Storeys: 2-6 storeys Number of Units: approx. 15,383

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

The community within the Alloa Secondary Plan encompasses 724.32 hectares (1,789.8 acres) of greenfield lands in southwest Caledon, planned for residential and mixed-use development. The Alloa Secondary Plan Community Area is envisioned as a compact, walkable, and transit-supportive community that will reflect and reinforce the character of the Town of Caledon, offering a diverse mix of housing types and densities.

# 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 |
|--|---|--|-----------------|--------------|
| <b>DENSITY</b>   |   |  |                 |              |
| <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 Alloo Secondary Plan Community Area will assist in achieving a target of 67.5 P+J/ha, with a target population of 37,158 people and jobs by 2051 as prescribed by the Region of Peel Official Plan.</p>  | <p>Alloo Secondary Plan: Development Statistic</p> <p>Planning Justification Report (LOPA 2021-0002) for Alloo Community Secondary Plan</p>            |                 |              |
| <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>The site is located in a designated Urban Corridor, supporting a broad range of uses, including retail, service, office, cultural, institutional, educational, entertainment, and recreational functions. Medium-density residential uses are also permitted, and the development of mixed-use buildings is encouraged. The Alloo Secondary Plan Community Area is projected to have a total population of 43,903 and 1,322 jobs, resulting in a density of 89 people and jobs per hectare (P+J/ha).</p> | <p>Alloo Secondary Plan: Development Statistic</p> <p>Alloo Secondary Plan-Land Use</p> <p>Schedule B1-Town Structure in the Caledon Official Plan</p> | 5               | 5            |
|  |   |  |                 |              |

| Standard  | Demonstration of Standard  | Document/Policy Reference             | Potential Score | Actual score |
|---|--|---------------------------------------|-----------------|--------------|
| <b>SERVICE PROXIMITY</b>  |  |                                       |                 |              |
| <b>Transit</b>  |  |                                       |                 |              |
| 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 existing transit stops in and immediately around the development. However, the future GTA West Transportation Corridor interface, which will form the north and west boundaries of the community, and the future Mayfield West Major Transit Station to the east will significantly enhance accessibility and connectivity for residents and businesses.  | Alloa Community Design Plan - Sec X.X | 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  |                                       | N/A             | N/A          |
| 5. Access to transit from the proposed development is safe, attractive and direct for pedestrians:<br>-Pathway to transit site is paved (or equivalent measure) and provides direct access to pedestrians(1 point)<br>-Pathway to transit site contains pedestrian scaled lighting at a height of 4.6 m (1 point)<br>-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 street hierarchy, locations, and block design within the Alloa Secondary Plan Community Area were determined based on principles for transit-oriented communities, ensuring that pedestrians, cyclists, and transit riders can make direct and safe connections throughout the community.<br><br>The pathways to future transit stops will be paved or will utilize an equivalent measure to provide direct access for pedestrians. Additionally, the design of these future pathways will include pedestrian-scaled lighting and landscape treatments that enhance the environment for pedestrians. | Alloa Community Design Plan - Sec X.X | 3               | 3            |
| <b>Neighbourhood Community and Retail Services</b>  |  |                                       |                 |              |

| 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"> <li>• childcare facility</li> <li>• community garden</li> <li>• hospital or health clinic</li> <li>• public library</li> <li>• place of worship</li> <li>• adult/senior care facility</li> <li>• social service facility</li> <li>• performance or cultural space</li> <li>• post office</li> <li>• recreation centre</li> </ul> | <p>More than 75% of units proposed in the Alloa Secondary Plan Community Area will be located within 800 meters of at least three existing or planned public services, including proposed parks, parkettes, urban squares, performance and cultural spaces, a recreational center, and a childcare facility. These amenities have been strategically distributed throughout the development to ensure convenient access for all residents.</p> | <p>Alloa Secondary Plan, Town of Caledon</p> <p>Appendix A: 800m Public Services Catchment Area for Alloa Community</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>Yes, 100% of proposed dwelling units are within 800m of planned elementary school to support a complete and walkable community.</p>   | <p>Appendix B: Elementary and Secondary School Catchment Area</p>   | <p>1</p>        | <p>1</p>     |
| <p>8. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.</p>  | <p>Yes, 100% of proposed dwelling units are within 1.6km of a planned secondary school to support a complete and walkable community.</p>   | <p>Appendix B: Elementary and Secondary School Catchment Area</p>   | <p>1</p>        | <p>1</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, more than 90% of proposed dwelling units are within 400m of a park or natural open space.</p>  | <p>Alloa Phase 1 Tertiary Plan</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 <sup>2</sup> 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. | At least 50% of the proposed dwelling units are within 800m of proposed mixed use spaces which may offer grocery store, pharmacy, bank, coffee, shop, restaurant, dry cleaner and hair salon.  | Alloa Community Design Plan - Sec X.X  | 2               | 1            |
| 11. <i>Convenience commercial</i> uses are present in key locations, including <i>greyfield</i> areas, <i>intensification</i> areas and <i>corridors</i> and <i>greenfield</i> areas.  | Convenience commercial uses are envisioned to be present at key locations, including near transit stops, along main streets, and at community hubs, ensuring residents have easy access to essential services and retail options.  | Alloa Phase 1 Tertiary Plan  | 2               | 2            |
| <b>Employment</b>  |  |  |                 |              |
| 12. The development is within 10km (i.e., a 30 minute transit trip) of an existing or planned employment centre or urban centre.   | There are 106.38 hectares of employment land planned as part of Alloa Secondary Plan Community Area, which will be accessible well within a 30-min transit trip. In addition, the community area is within a 60-min transit ride of an existing employment center and a 50-min transit ride of Brampton's Urban Centre/DT. | Alloa Secondary Plan, Town of Caledon  | 2               | 2            |
| <b>LAND USE MIX</b>  |  |  |                 |              |
| 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.   | Employment lands will offer opportunities for small scale amenity retail and services, and are envisioned to be serviced by transit and have infrastructure which encourages pedestrian and cyclist movement.  | Alloa Community Design Plan - Sec X.X  | 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"> <li>townhouses and multiplex</li> <li>apartment buildings</li> </ul>   | Yes, over 50% of the units will be a mix of townhouses and apartment buildings, including Medium Density Residential (Townhouses), Medium-High Density (Stacked Townhouses, Multi-Unit, Apartments), and Mixed-Use Residential (Apartments).   | Alloa Secondary Plan: Development Statistic<br>Alloa Community Design Plan - Sec X.X | 2               | 2            |

| EFS` VSc/   | 6W_ a` efcSf[a` aXEFs` VSc/  | 6aUg_ Wf!Ba {Uk<br>DWWd/W UW   | BafW f[S^<br>EUadW | 3UfgS^<br>eUadW |
|---|--|--|--------------------|-----------------|
| #) ž FZWbcbabaeW VVWab_ Wf<br>[ UgyVW ebWU[S^Zage[ Y fkbVW<br>egLZ SeeW [adeZage[ Yf `a` Y<br>fVd_ USc/W SU[ff[VeS` V egbbadZ<br>[hWadSXad/ST WZage[ Yz   | Affordable housing will be included within the Alloa Secondary Plan Community Area, tailored to meet market needs and ensure accessibility for a diverse range of residents. These are envisioned at the northern edge of the development boundary.  | Alloa Community Design Plan - Sec X.X                                    | #                  | #               |
| 16. Live-work units S` V afZVdW_ ž<br>b`ak_ WfZdMSFW geVLa_ ž<br>bSf[T W [fZ dW[VW f[S^geV<br>SdM UgyVW [ fZWbcbabaeW<br>VVWab_ Wfz   | Other employment-related uses that are compatible with residential areas will be included in the proposed development of Alloa Secondary Plan Community Area. These include small-scale amenity retail, services, and infrastructure to encourage pedestrian and cyclist movement.   | Alloa Community Design Plan - Sec X.X                                    | \$                 | \$              |
| #) ž DWS[^geVea` fZWdag` V Xad<br>SdAbdah[VW [ _ g fZg [fS` V<br>_ [ WZgeWTg[V[ Yež   | Yes, retail uses on the ground floor are envisioned to be provided in the mixed-use buildings. These will be located at key community nodes to enhance convenience and accessibility for residents, promoting a vibrant and walkable neighborhood environment.   | Alloa Community Design Plan - Sec X.X                                    | #                  | #               |
| <b>EFD77F 5A @@75F;HFK</b>  |  |  |                    |                 |
| #*ž;` X^VVW Wab_ Wf [ UWSVe<br>abbadfg` [fVea defdWV S` V<br>bWVefqS` ↑ ]SYVeS` V Ua` ž<br>` WU[hfkz  | N/A - The Alloa Secondary Plan Community Area is not considered infill development.  | N/A  |                    |                 |
| #+ž;` VVWY` SFW Greenfield Areas<br>efdWV` Wf ad]eS` VaXdaSV<br>bSfZe,<br>†SdN multi-modal and separated<br>by mode fa bcah[VW eSXWk S` V<br>UZa[UWfa bWVefqS` eS` V UkZ<br>U[efe S` V<br>†_ S] WUWsdUa` ` WU[a` e/e]Yž<br>` SYWeZag V TW[ UadbaSfWfi<br>fa V] [ef] Y dagfVeS` V XSU[ffVz | Yes, the Alloa Secondary Plan Community Area proposes Tim Manley Boulevard as the central spine road and transit link for Alloa Community. It's designed to accommodate multi-modal transportation—walking, cycling, bus transit, and vehicles—seamlessly connecting Alloa Community with adjacent Mayfield West Phase II and Mount Pleasant communities. The boulevard is also planned to extend west of Chinguacousy Road through Alloa Community and connect to Creditview Road south of Mayfield Road, enhancing connectivity across the region. | Alloa Phase 1 Tertiary Plan<br><br>Alloa Community Design Plan - Sec X.X | #                  | #               |
| \$" ž 5g ž VVeS Ue Ue WU f efdWVe<br>S` V `aab caSVe SdW af gf[fl W<br>g` WefZVK SdW VaLSFW` VScd<br>eY [XUS` f [ XSe f dUfgdW [ ž<br>UgyV [ Y Z[YZi SkeS` V dS[↑ Skel<br>ad` VScd` SfgdS^XVsfgdWz  | Cul-de-sacs, crescent streets, and loop roads will be limited in use within the Alloa Secondary Plan Community Area, unless they are located near significant infrastructure such as natural features.   | 3^aS BZSeW#<br>FVW[Sck B'S`  | \$                 | \$              |

| Standard  | Demonstration of Standard  | Document/Policy Reference             | Potential Score | Actual score |
|---|--|---------------------------------------|-----------------|--------------|
| 21. Reverse frontage streets are not utilized.  | No reverse frontage streets have been utilized in the Alloa Secondary Plan Community Area.   | Alloa Phase 1 Tertiary Plan           | 1               | 1            |
| 22. Residential blocks in the proposed development do not exceed 80x180m in size.   | Some low-rise residential units, including singles and townhomes, may exceed 80x188m in size. The number of blocks that exceed this size will be limited to ensure a balanced and harmonious development layout.   | Alloa Phase 1 Tertiary Plan           | 3               | 1            |
| 23. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.  | Yes, intersections will be frequent, with proposed street blocks decreasing in size as density increases near the mixed-use area along Mayfield Road.  | Alloa Phase 1 Tertiary Plan           | 3               | 3            |
| 24. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes.   | Yes, the pedestrian network is designed to offer sidewalks, bike lanes, paths, and pedestrian connections. These elements are strategically placed to ensure convenient access to open spaces and parks, enhancing the overall accessibility and livability. | Alloa Community Design Plan - Sec X.X | n/a             |              |
| <b>STREETSCAPE CHARACTERISTICS</b>  |  |                                       |                 |              |
| 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. | Yes, buildings containing office, institutional, high-density residential, and commercial retail uses will have entrances prominently oriented towards the street, providing direct access to sidewalks, pedestrian connections, and transit facilities.     | Alloa Community Design Plan - Sec X.X | 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 streets in low-density residential areas will feature 1.5m wide sidewalks. All public-sized streets will include sidewalks ranging from 1.5m to 1.8m in width, complemented by street lighting, greenery, and pedestrian-scaled furniture. Collector Roads, where feasible, will have sidewalks on both sides of the road.</p>   | <p>Alloa Community Design Plan - Sec X.X</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>Yes, the development proposes to create a positive net contribution to local biodiversity and sustainable agriculture by planting to attract pollinators with a diversity of trees and native/adaptive species, maintaining tree canopy and re-using large caliber trees, where viable.</p>  | <p>Alloa Community Design Plan - Sec X.X</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"> <li>• weather protection</li> <li>• seating</li> <li>• waste baskets</li> <li>• lighting</li> <li>• route information</li> <li>• bicycle parking</li> </ul>  | <p>To encourage cycling throughout the Alloa Secondary Plan Community Area and beyond, as a viable alternative to vehicular connections and as a means of adopting a healthier lifestyle, all transit stations, major transit stations and major pedestrian routes may offer weather protection, seating, waste baskets, appropriate lighting, route information (where appropriate) and bicycle parking.</p> | <p>Alloa Community Design Plan - Sec X.X</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"> <li>• bicycle lanes</li> <li>• sharrows</li> <li>• signed routes</li> <li>• multi-use paths on the boulevard</li> </ul> <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>Creating seamless connections within the Alloa Secondary Plan area is crucial. A significant element of this effort involves establishing links between the community and the existing regional trail system, extending beyond the Alloa development boundary to connect with trails in nearby EPA's and existing neighborhoods. These connections enhance accessibility and foster a cohesive network of trails across the entire area.</p> | <p>Alloa Community Design Plan - Sec X.X</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>Over 90% of units will be within 400m of a bike network that connects to multiple pedestrian routes and trails located throughout the site.</p>  | <p>Alloa Community Design Plan - Sec X.X</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>Distinctive safe lighting that is appropriate to the residential and commercial streets in medium and mixed use density neighbourhoods, with limited height of 4.6m.for the mixed-use area along Mayfield Road is intended.</p>  | <p>Alloa Community Design Plan - Sec X.X</p> | <p>1</p>        | <p>1</p>     |

| Standard   | Demonstration of Standard  | Document/Policy Reference             | Potential Score | Actual score |
|--|--|---------------------------------------|-----------------|--------------|
| 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.   | The intent is to maintain lighting and light standards in public outdoor areas (including parks, pedestrian walkways etc.) which respond to a pedestrian scale and which may be limited to a height of 4.6m.   | Alloa Community Design Plan - Sec X.X | 1               | 1            |
| <b>Trafc C alming</b>  |  |                                       |                 |              |
| 33. In greenfeld dev elopment, or where new streets are introduced through infl (r e) development, traf c alming is achieved by using any of, but not limited to, the following: <ul style="list-style-type: none"> <li>• minimum traf c lane widths</li> <li>• minimum number of traf c lanes in the roadway</li> <li>• Pedestrian-priority streets, woonerfs or home-zones (i.e., the speed limit is under 15km/hr and vehicles must yield to pedestrians and cyclists)</li> </ul> | The Alloa Secondary Plan Community Area is planned to utilize multiple traffic calming measures. These include implementing minimum traffic lane widths to create a more urban condition and integrating a fine-grain street network that offers multiple routes to diffuse traffic volume. Additionally, enhanced paving or painting will be provided for active transportation crossings at key signalized intersections. The design will incorporate a combination of appropriately scaled buildings with grade-level entrances, contributing to an animated and pedestrian-friendly streetscape. | Alloa Community Design Plan - Sec X.X | 3               | 3            |
| 34. Traffic calming elements are designed to increase comfort and safety for means of active trans- portation, so as not to unduly create hazards or obstacles for pedestrians or cyclists.  | The traffic calming prioritizes pedestrian comfort and safety, promoting active transportation without unnecessary hazards like bollards, curbs, or sidewalk obstructions, enhancing accessibility for pedestrians, cyclists, and vehicles.  | Alloa Community Design Plan - Sec X.X | n/a             |              |
| <b>EFFICIENT PARKING</b>   |  |                                       |                 |              |

| 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"> <li>• buildings and other facilities within 400m of a higher order transit stops; and,</li> <li>• apartments/condominiums of ering car share parking spaces.</li> </ul> | <p>The proposed parking requirements will be tailored to suit a mixed-use community, aligning with transit-oriented development principles. Transportation demand management measures, including enhanced bicycle parking facilities, and prioritized carpool/car-share parking will complement Alloa Secondary Plan Community Area's transit-oriented and mixed-use characteristics, encouraging non-automobile travel modes and reducing reliance on individual car ownership.</p> | <p>Alloa Community Design Plan - Sec X.X</p> | <p>1</p>        | <p>1</p>     |
| <p>36. Efcien t 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 ofc e staf and ev ening/weekend use by restaurant clientele).</p>                | <p>Alloa Secondary Plan Community Area intends to reduce the parking supply requirement, acknowledging the potential for increased transit, walking, and active transportation usage in the area. This aligns with the Town's sustainability objectives and reflects a shift towards a more urban lifestyle, aiming to minimize the expense of costly underground parking facilities.</p>  | <p>Alloa Community Design Plan - Sec X.X</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 - There are currently no high-order transit stops near Alloa.</p>   |  | <p>N/A</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 residential dwelling units will provide access to parking via laneways or in underground locations, with on-street parking spaces being proposed, where feasible, along the streets in mixed-use and medium-density areas.</p>   | <p>Alloa Community Design Plan - Sec X.X</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>Parking for multi-storey residential dwelling units, institutional and employment uses within the Alloa Secondary Plan Community Area will be located underground or away from the street and immediate public view (where feasible).</p>   | <p>Alloa Community Design Plan - Sec X.X</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"> <li>• pedestrian access, connectivity and circulation</li> <li>• tree planting</li> <li>• landscaping</li> <li>• stormwater management</li> <li>• porous/permeable surfaces</li> <li>• light-coloured materials instead of black asphalt</li> </ul> | <p>Where surface parking is provided within the Alloa Secondary Plan Community Area, it will be designed to minimize negative streetscape aesthetics and environmental impacts by incorporating ample landscaping, stormwater management, porous/permeable surfaces, light-coloured materials in lieu of black asphalt (where feasible) and priority given to pedestrian experience at street level.</p> | <p>Alloa Community Design Plan - Sec X.X</p> | <p>2</p>        | <p>2</p>     |

# HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

## DENSITY

Density targets

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

## SERVICE PROXIMITY

Transit proximity

Major Transit Station Area targets

Safe & comfortable transit access

Proximity to neighbourhood public services

Proximity to elementary school

Proximity to secondary school

Proximity to park, square or natural space

Proximity to commercial retail

Convenience commercial in key locations

Proximity to employment or urban centre

5/5

5/5

16/17

2/2

N/A

3/3

2/2

1/1

1/1

2/2

1/2

2/2

2/2

8/8

2/2

2/2

1/1

2/2

1/1

## STREET CONNECTIVITY

Improved connectivity

- Infill development
- Greenfield development

Non-grid streets avoided

Reverse-frontage streets avoided

Small residential blocks

Frequent intersections

Active transportation connectivity

8/10

1/1

2/2

1/1

1/3

3/3

N/A

## STREETSCAPE CHARACTERISTICS

12/12

Linear and nodal commercial development

Sidewalks

Street trees

Transit Station amenities

Connected bike network

Proximity to bike network

Lighting on residential/commercial streets

Public outdoor lighting

Traffic calming

Traffic calming enhances comfort and safety

## EFFICIENT PARKING

Provide reduced parking ratios

Identify systems for shared parking spaces

Unbundled parking

Parking location (single-storey residential)

Parking location (other)

Above-ground parking design

2/2

1/1

1/1

1/1

1/1

1/1

1/1

1/1

3/3

N/A

8/8

1/1

1/1

N/A

2/2

2/2

2/2

**TOTAL\*:**

**57/60**

GOLD:

80-100%

SILVER:

70-79%

BRONZE:

60-69%

PASS:

50-59%




















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

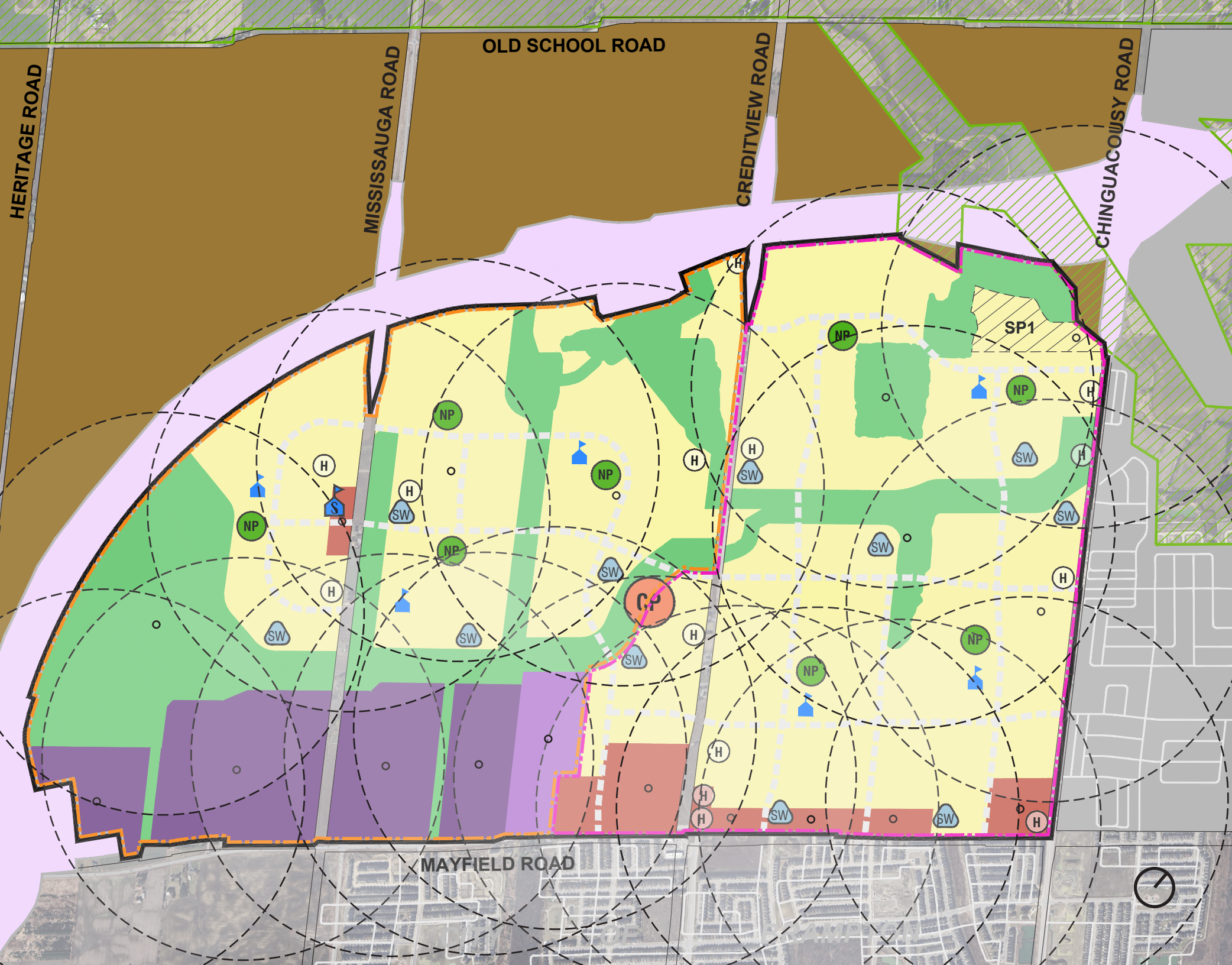


# HEALTHY DEVELOPMENT ASSESSMENT

## APPENDIX A:

### 800m PUBLIC SERVICES CATCHMENT AREA FOR ALLOA COMMUNITY

- LEGEND:**
-  800 Metre Radius
  -  Neighbourhood Area
  -  Major Commerical / Mixed-Use Area
  -  Prestige Employment Area
  -  General Employment Area
  -  Natural Environment System Area
  -  Prime Agricultural Area
  -  Urban Area
  -  Greenbelt Plan Area
  -  Neighbourhood Park
  -  Community Park
  -  Elementary School
  -  Secondary School
  -  Stormwater Management Pond
  -  Potential Heritage Resource
  -  Secondary Plan Boundary
  -  Phase 1 Boundary
  -  Phase 2 Boundary
  -  Planned Highway 413 Transportation Corridor
























# HEALTHY DEVELOPMENT ASSESSMENT

## APPENDIX B:

800m ELEMENTARY SCHOOL  
 1.6km SECONDARY SCHOOL  
 CATCHMENT AREA FOR  
 ALLOA COMMUNITY



















- LEGEND:**
-  800 Metre Radius
  -  Neighbourhood Area
  -  Major Commerical / Mixed-Use Area
  -  Prestige Employment Area
  -  General Employment Area
  -  Natural Environment System Area
  -  Prime Agricultural Area
  -  Urban Area
  -  Greenbelt Plan Area
  -  Neighbourhood Park
  -  Community Park
  -  Elementary School
  -  Secondary School
  -  Stormwater Management Pond
  -  Potential Heritage Resource
  -  Secondary Plan Boundary
  -  Phase 1 Boundary
  -  Phase 2 Boundary
  -  Planned Highway 413 Transportation Corridor

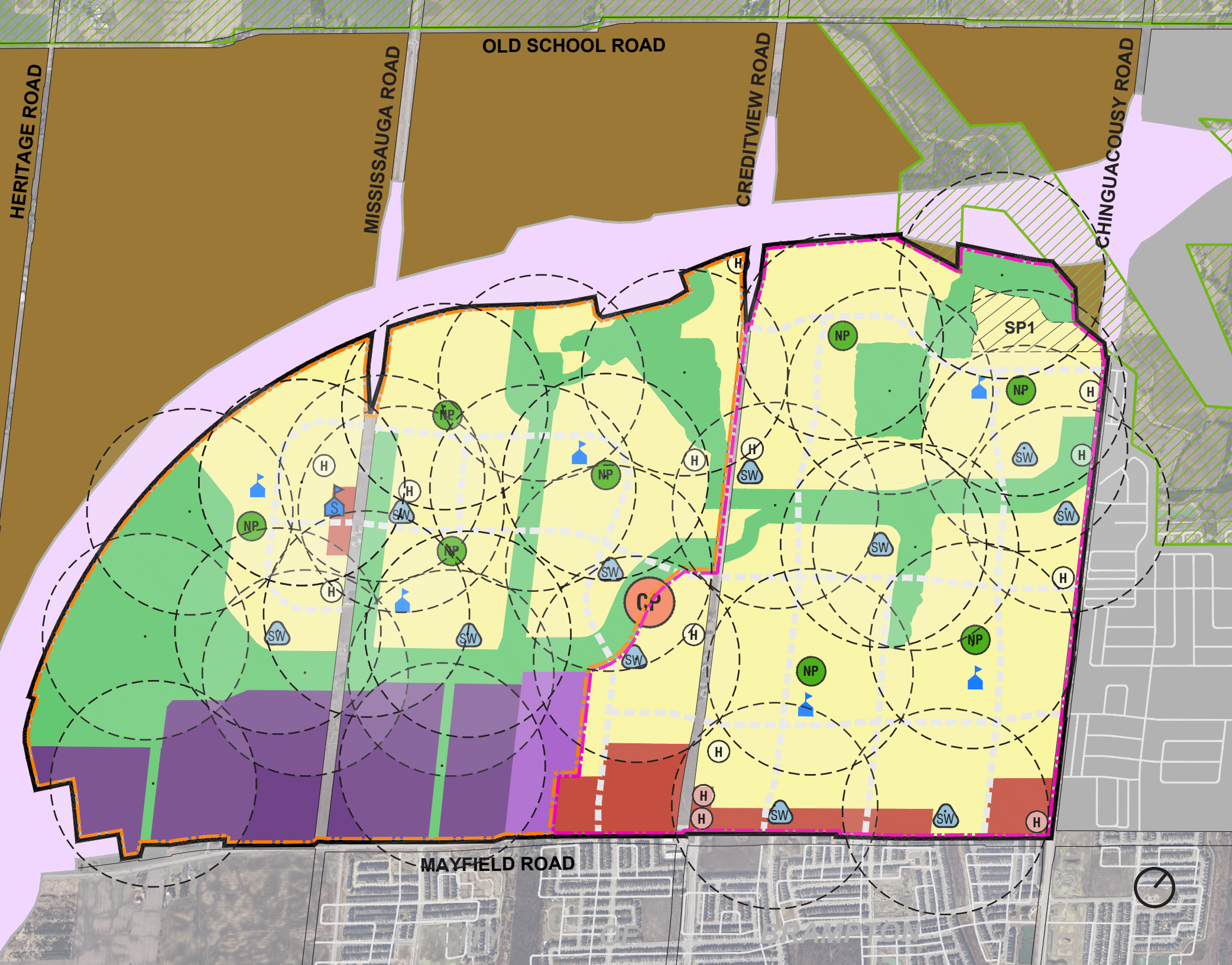




# HEALTHY DEVELOPMENT ASSESSMENT

## APPENDIX C: 400m OPEN SPACE CATCHMENT AREA FOR ALLOA COMMUNITY




















- LEGEND:**
-  400 Metre Radius
  -  Neighbourhood Area
  -  Major Commerical / Mixed-Use Area
  -  Prestige Employment Area
  -  General Employment Area
  -  Natural Environment System Area
  -  Prime Agricultural Area
  -  Urban Area
  -  Greenbelt Plan Area
  -  Neighbourhood Park
  -  Community Park
  -  Elementary School
  -  Secondary School
  -  Stormwater Management Pond
  -  Potential Heritage Resource
  -  Secondary Plan Boundary
  -  Phase 1 Boundary
  -  Phase 2 Boundary
  -  Planned Highway 413 Transportation Corridor





# HEALTHY DEVELOPMENT ASSESSMENT

## APPENDIX D: 800m PERSONAL SERVICES / COMMERCIAL RETAIL CATCHMENT AREA FOR ALLOA COMMUNITY




















- LEGEND:**
-  800 Metre Radius
  -  Neighbourhood Area
  -  Major Commerical / Mixed-Use Area
  -  Prestige Employment Area
  -  General Employment Area
  -  Natural Environment System Area
  -  Prime Agricultural Area
  -  Urban Area
  -  Greenbelt Plan Area
  -  Neighbourhood Park
  -  Community Park
  -  Elementary School
  -  Secondary School
  -  Stormwater Management Pond
  -  Potential Heritage Resource
  -  Secondary Plan Boundary
  -  Phase 1 Boundary
  -  Phase 2 Boundary
  -  Planned Highway 413 Transportation Corridor





# HEALTHY DEVELOPMENT ASSESSMENT

## APPENDIX D: 800m PERSONAL SERVICES / COMMERCIAL RETAIL CATCHMENT AREA FOR ALLOA COMMUNITY

- LEGEND:**
-  800 Metre Radius
  -  Neighbourhood Area
  -  Major Commerical / Mixed-Use Area
  -  Prestige Employment Area
  -  General Employment Area
  -  Natural Environment System Area
  -  Prime Agricultural Area
  -  Urban Area
  -  Greenbelt Plan Area
  -  Neighbourhood Park
  -  Community Park
  -  Elementary School
  -  Secondary School
  -  Stormwater Management Pond
  -  Potential Heritage Resource
  -  Secondary Plan Boundary
  -  Phase 1 Boundary
  -  Phase 2 Boundary
  -  Planned Highway 413 Transportation Corridor

