WALK

OBJECTIVE A:
The pedestrian network is safe and complete

Metric 1.1 Walkways:
Percentage of block frontage with complete, wheelchair-accessible walkways.

Metric 1.2 Crosswalks:
Percentage of intersections with complete, wheelchair-accessible crosswalks in all directions.

Metric 1.3 Driveway Density:
Average number of driveways per 100m of block frontage

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WALK

WALK

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CYCLE

The cycling network is safe and complete

Metric 2.1 Cycle Network:
Percentage of streets with safe and complete cycleways.

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CYCLE

OBJECTIVE E:

Cycle parking and storage is ample and secure

Metric 2.2 Cycle Parking at Transit Stations:
Secure multi-space cycle parking facilities are provided at all transit stations.

Metric 2.3 Cycle Parking at Buildings:
Percentage of new buildings that provide secure, weather-protected cycle parking.

Metric 2.4 Cycle Access in Buildings:
Buildings allow cycle storage within tenant-controlled spaces.

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CONNECT

OBJECTIVE F:

Walking and cycling routes are short, direct and varied

Metric 3.1 Pedestrian Intersection Density:
Intersections of pedestrian routes per square km.

Metric 3.2 Small Blocks:
Percentage of blocks that are no more than 150 meters in length.

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CONNECT

Walking and cycling routes are shorter than motor vehicle routes

Metric 3.3 Prioritized Connectivity:
Ratio of pedestrian and cycle-only intersections to motor vehicle-accessible intersections.

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TRANSIT

OBJECTIVE H:
High quality transit is accessible by foot

Metric 4.1 Maximum Walk Distance to Transit:
Maximum walk distance from the development to the nearest high-capacity transit station.

Metric 4.2 Average Walk Distance to Transit:
Weighted average walk distance between buildings in the development and the nearest high-capacity transit station.

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MIX

OBJECTIVE I:

Trip distances are reduced by providing diverse and complementary uses

Metric 5.1 Complementary Uses:
Presence of residential and non-residential uses combined within the same or adjacent blocks.

Metric 5.2 Accessibility to Food:
Percentage of residential units that are within 500 meters walk of an existing, or planned, source of fresh food.

MIX

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DENSIFY

OBJECTIVE K:

Residential and job densities support high quality transit and local services

Metric 6.1 Residential Density:
Residential density measured in Dwelling Units per Net Hectare (DU/NHa) of developable land.

Metric 6.2 Non-Residential Density:
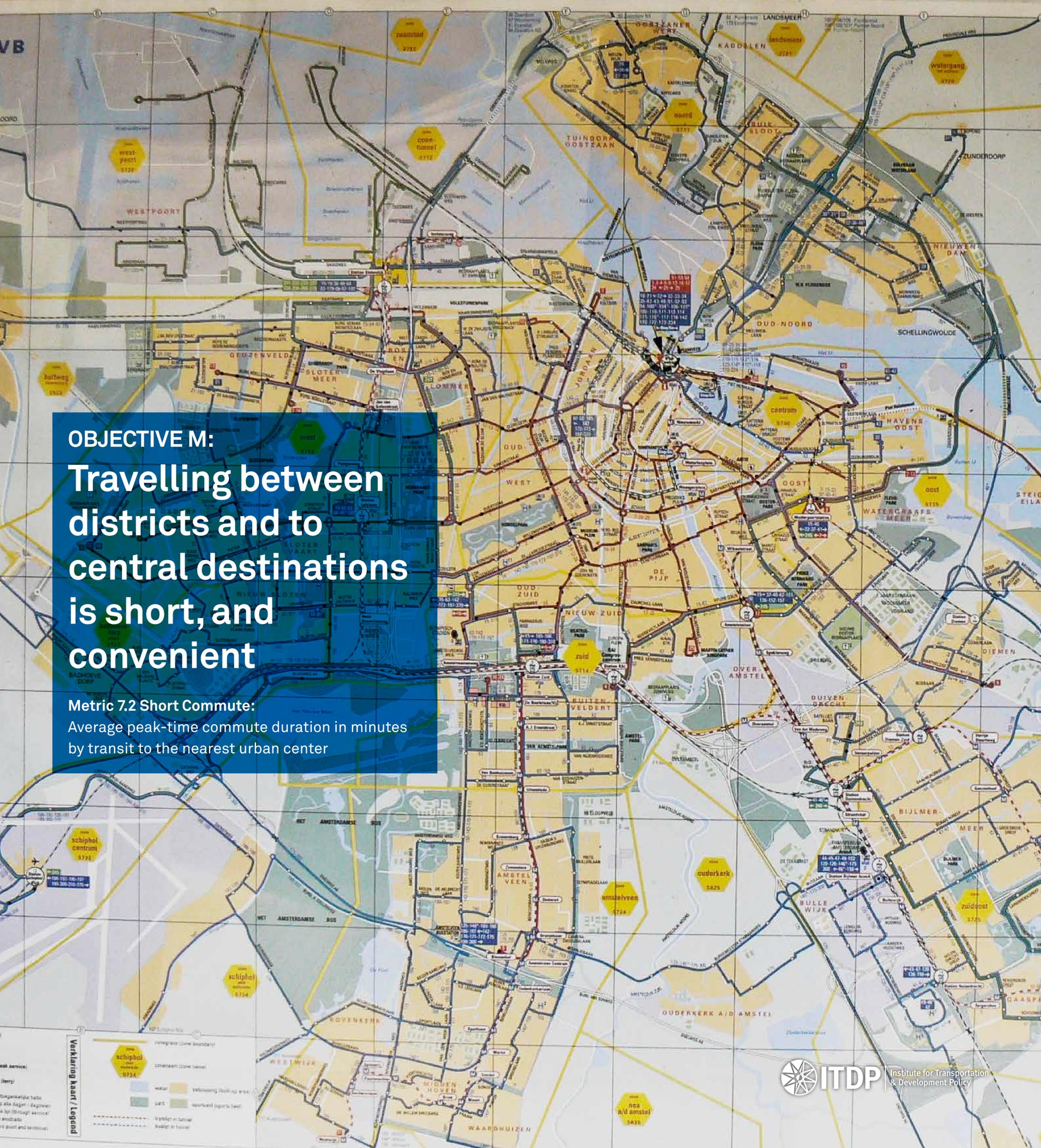Non-residential density measured in Floor Area per Net Hectare (FAR/NHa) for the project.

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DENSIFY

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COMPACT

OBJECTIVE M:

Travelling between districts and to central destinations is short, and convenient

Metric 7.2 Short Commute:
Average peak-time commute duration in minutes by transit to the nearest urban center

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SHIFT

OBJECTIVE N:

The area of land used by motor vehicles is minimized

Metric 8.1 Off-Street parking:
Total off-street area dedicated to parking as a percentage of total development land area.

Metric 8.2 On-Street Parking and Traffic Area:
Total road area used for motor vehicle travel and on-street parking as percentage of total development land area

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